

EVINRUDE 79



70 YEARS OF PIONEERING

WG





Here is outboard power unimagined just a few years ago. V-6 power, in four sizes, running up to 235 horsepower. Power harnessed in a trim 149-cubic-inch engine.

Imagine: Our compact 235 develops as much power as a big-bore automobile engine twice its weight and size. No wonder it became an instant hit with skippers of big boats that take on big waters.

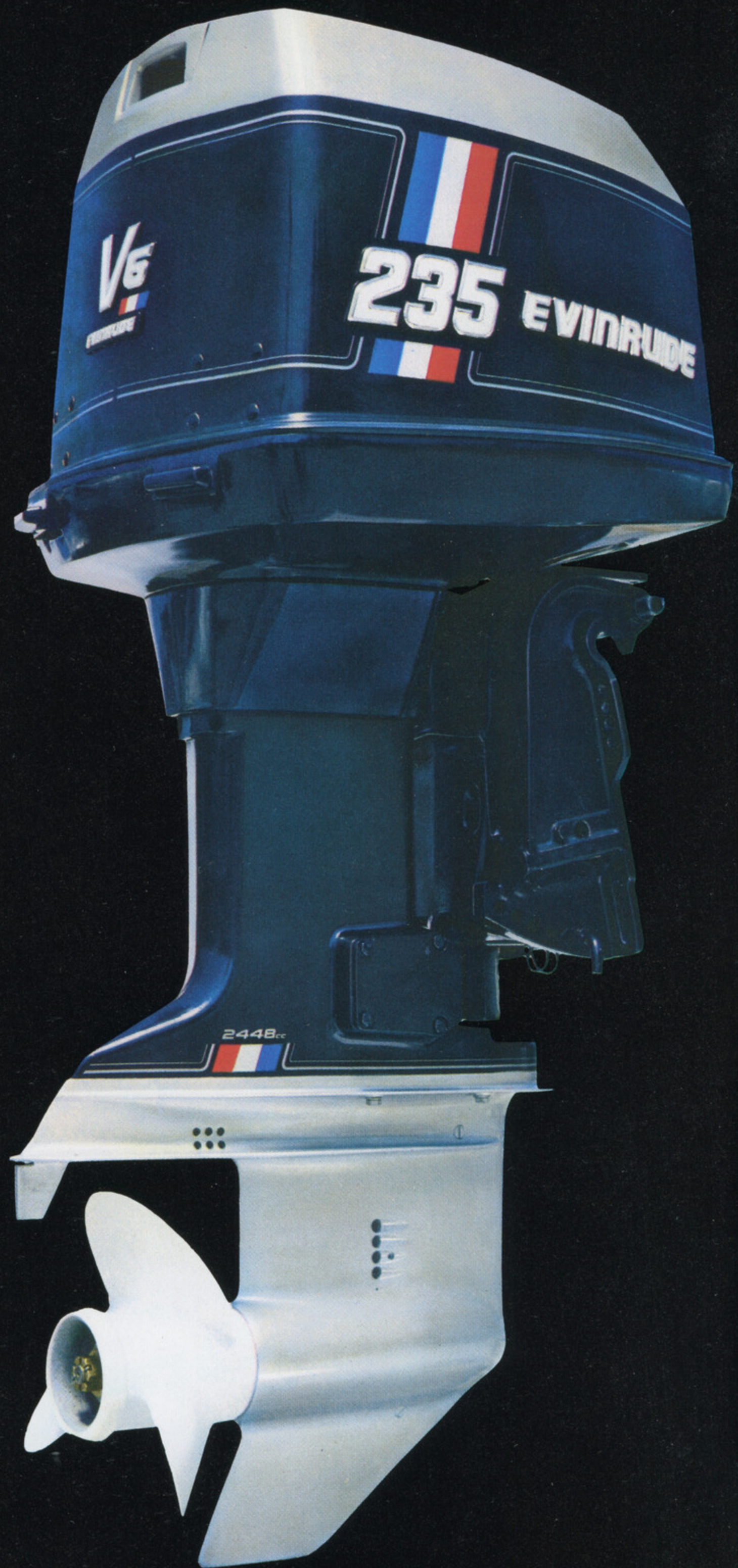
Both the 235 and 200 have Evinrude's unique Power Step carburetion system that pinches on fuel because there are three jets for each carburetor instead of two; and the high speed jet only comes into action at full throttle.

V-6

And now Evinrude has introduced a new V-6: the 150, with the same displacement and rugged design as the larger V-6's. It's already making waves with owners of high-speed ski boats, runabouts, bass boats and smaller offshore boats.

Like the 175, the 150 opens up V-6 boating to people who don't need, or whose boats aren't rated for the power of the 200's.

For 1979, all the Evinrude® V-6 outboards have a re-designed lower unit for even greater performance and handling ease. It's another way we keep making boating's Superpowers super performers.



FEATURES 235-200 HP: Firepower III breakerless electronic magneto ignition with dual energy packs and sealed Ferrite core coils. • Dual fuel pumps. • Power Step carburetion. • Air Lift low speed jets. • Electric start, and positive action choke. • 10 amp. alt. • Pressure-temperature controlled cooling with hot alarm and visual water pump check. • Pressure-back compression rings. • Heavy duty bearings. • Dual overlapped intake and exhaust ports. • Sound-sealed, sea-tight



powerhood with snorkel air intake. • Fixed high and low speed jets. • Fuel-saving Cruise Throttle. • Built-in power trim and tilt. • High capacity shock absorber. • Adjustable stern brackets. • Power Pilot control center with power trim thumb switch, designed for use with new OMC Snap-in remote control cables. • Pulse-tuned, water shielded exhaust. • Nitro Series gearcase with swept-back skeg and new anti-ventilation design. • Salt water engineered. • Available in 20" and 25" models.

FEATURES 175-150 HP: Firepower III breakerless electronic magneto ignition with dual energy packs and sealed Ferrite core coils. • Dual fuel pumps. • Air Lift carburetion. • Electric start, and positive action choke. • 10 amp. alt. • Pressure-temperature controlled cooling with hot alarm and visual water pump check. • Pressure-back compression rings. • Heavy duty bearings. • Dual overlapped intake and exhaust ports. • Sound-sealed, sea-tight powerhead with snorkel air in-

take. • Fixed high and low speed jets. • Fuel-saving Cruise Throttle. • Built-in power trim and tilt. • High capacity shock absorber. • Adjustable stern brackets. • Power Pilot control center with power trim thumb switch, designed for use with new OMC Snap-in remote control cables. • Pulse-tuned, water shielded exhaust. • Nitro Series gearcase with swept-back skeg and new anti-ventilation design. • Salt water engineered. • Available in 20" and 25" models.

The V-6 was developed out of 20 years experience building the outboard V-4. It has been a standout technical success, one of the most trouble-free outboard engines ever built — right from the beginning. Like the V-4, it is a proved 90° design (most automotive V-engines are 90°), with separate electronic ignition packs for each bank of cylinders. It incorporates integral Power Trim and Tilt in a vibration-isolating, shock absorbing mid-section. And a super-efficient, hydrodynamically clean lower unit designed with the aid of racing technology, modern computer analysis, and on-the-water dynamometer drag boat testing.

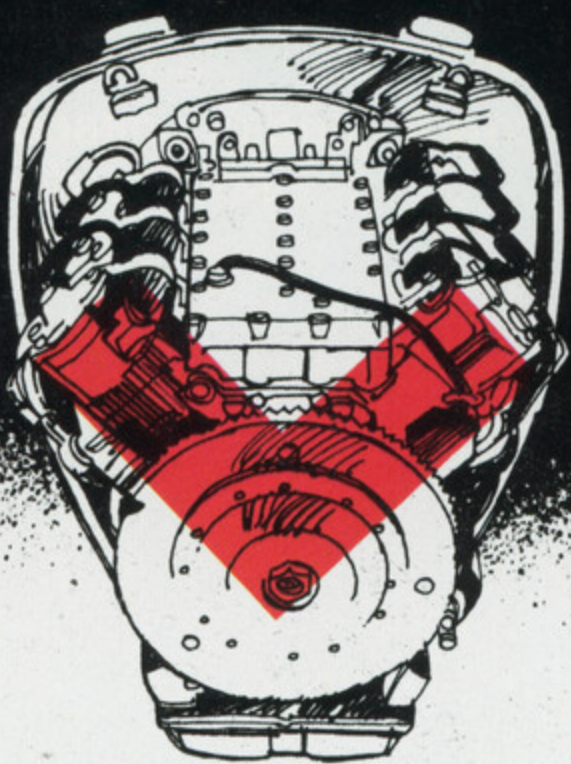
W-6 engineering



DYNAMOMETER BOAT TESTING measures motor thrust and drag under actual operating conditions. It takes over where tank testing leaves off.



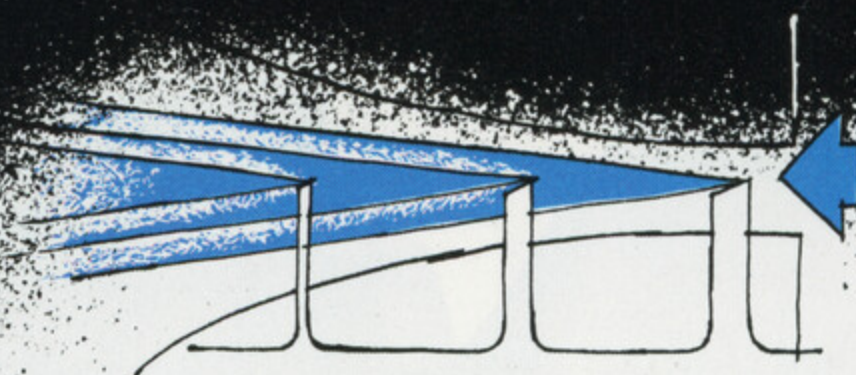
WORLD CHAMPIONSHIP MARATHON RACING subjects new engineering developments to the white heat of hour-after-hour racing at speeds up to 130 mph, providing data in hours that might require weeks or months under normal use. The Evinrude shown here had just won the 7 hours of Parker, world's fastest marathon.



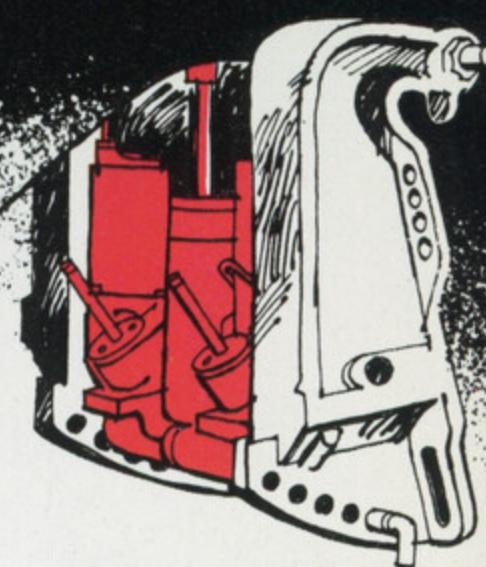
90° V-6 ENGINE — Cylinder banks are set at 90° to each other which minimizes transverse vibration, and allows space between cylinders for efficient exhaust tuning. Short massive crankshaft with forged pistons and connecting rods. High displacement for high torque power. Cross flow charged and pulse-tuned for highest power efficiency.



PULSE-TUNED EXHAUST — On the intake stroke, the cylinder is overcharged with fuel, allowing some to escape into the exhaust manifold. Then, just before the exhaust ports close, an exhaust energy pulse from an adjoining cylinder rams the escaping fuel back into the cylinder. Result: a supercharging effect that results in higher horsepower and greater fuel economy.



POWER STEP CARBURETION — Instead of standard high and low speed jets, there are three jets for each carburetor — an idling jet, a cruising jet, and a high performance power jet that comes into action when you open the throttle. You cruise on small-orifice idling and cruising jets, with blazing performance in reserve when you need it. 235 and 200 hp V-6.



BUILT-IN POWER TRIM AND TILT — Lets you trim the boat as you drive — at the touch of a throttle-lever thumb button — to balance weight in the boat, soften the ride in rough water, tuck the motor in for starting skiers, and trim it out to reduce hull friction for more speed. Hydraulic power adjusts motor in small increments up to 15°, and tilts it rapidly beyond 15° for beaching and launching.



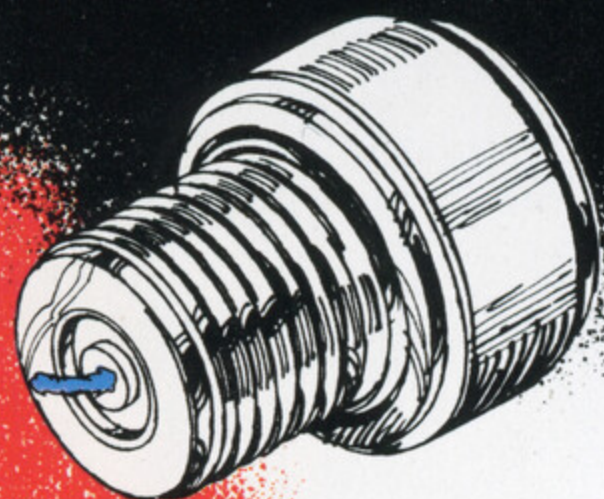
NEW POWER PILOT CONTROL CENTER is smaller, thinner, easier to install, and accepts the new OMC Snap-in remote control cables. It combines key-turn start, choke, throttle and warm-up throttle, shift, tach and accessory connections, throttle friction adjustment, and hot motor alarm buzzer.



SST PROPELLERS are individually cast by the investment casting method that provides unusually precise control of blade shape and thickness.

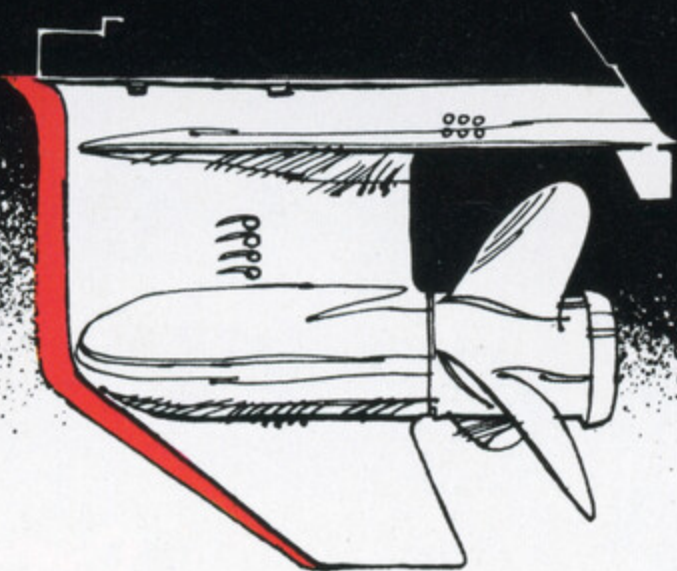


SALT WATER TESTING goes on round the clock — on, above, and under the surface, day after day, the year around. All of it highly corrosive warm salt water in tropical and sub-tropical locations.



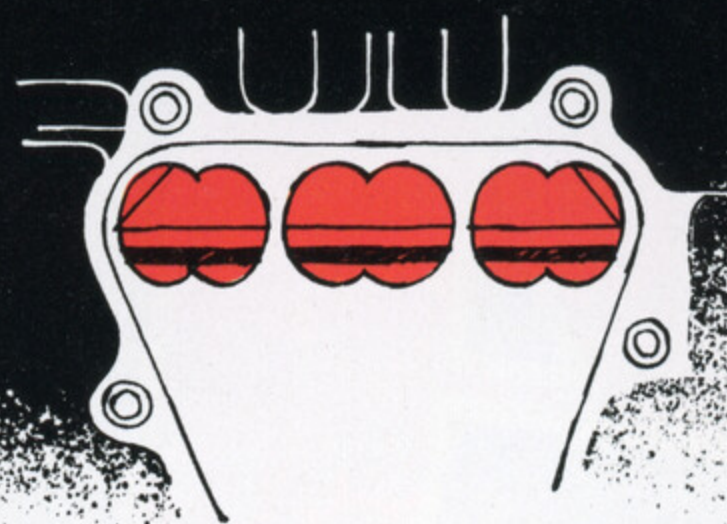
FIREPOWER III ELECTRONIC IGNITION

The industry's most advanced kind of electronic ignition is improved again with a new, more durable sealed Ferrite core coil that combines a faster rise time with a stronger, longer duration spark for easier starting and better running. No points or periodic ignition tune-ups are required, only an occasional replacement of spark plugs.



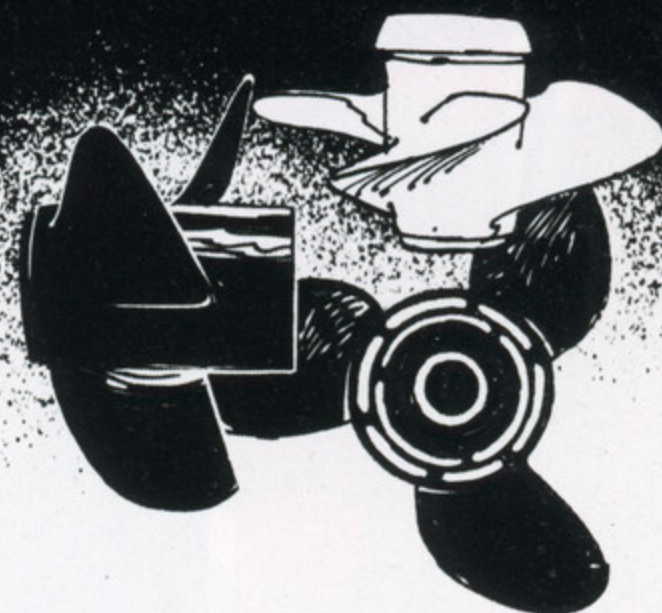
NITRO SERIES LOWER UNIT

The end result of years of computer analysis, World Championship racing experience and high speed dynamometer boat testing. New shorter gearcase with swept back skeg is designed to reduce the possibility of ventilation, to provide high speed stability, and to give a better "bite" on acceleration.



DUAL OVERLAPPED PORTS

Intake and exhaust ports are dual-overlapped drilled — 6 to a cylinder porting that combines enormous breathing area with necessary ring-bearing surface. The combination of dual-overlapped porting and pressure-pulse tuning provides a significant increase in engine power without a corresponding increase in fuel consumption.

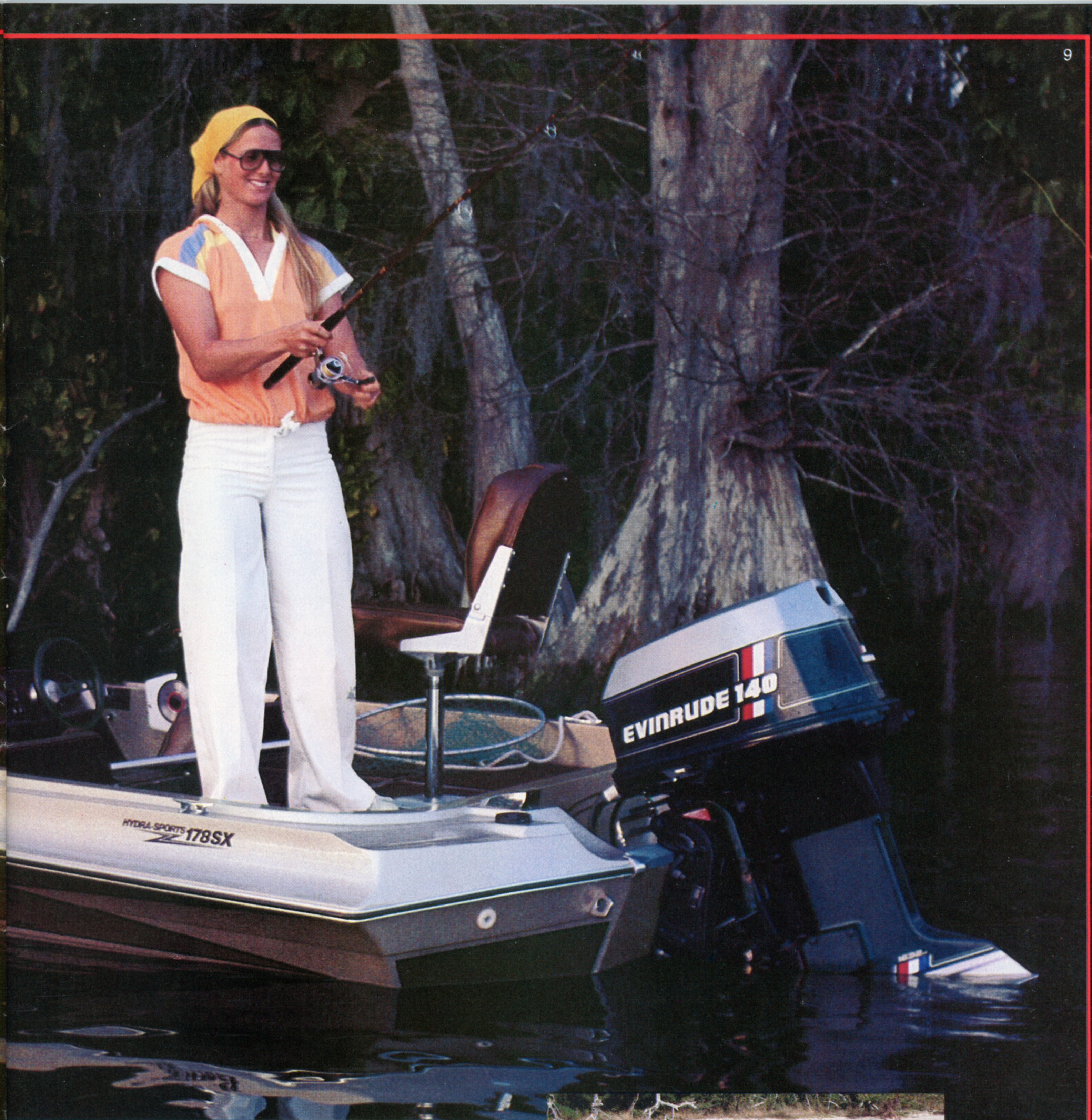


POWER MATCHED PROPELLERS

Each Evinrude® V-6 motor is shipped with a standard propeller which will perform satisfactorily on most boats. Where necessary, this propeller can be exchanged for an identical propeller of appropriate pitch. Evinrude SST® propellers can often add a significant increase in performance.

W-A





These are the motors that altered the course of boating. No longer would outboard motors be thought of only as fishing motors. By the magic of V-4 design, outboards became the power behind a boating revolution.

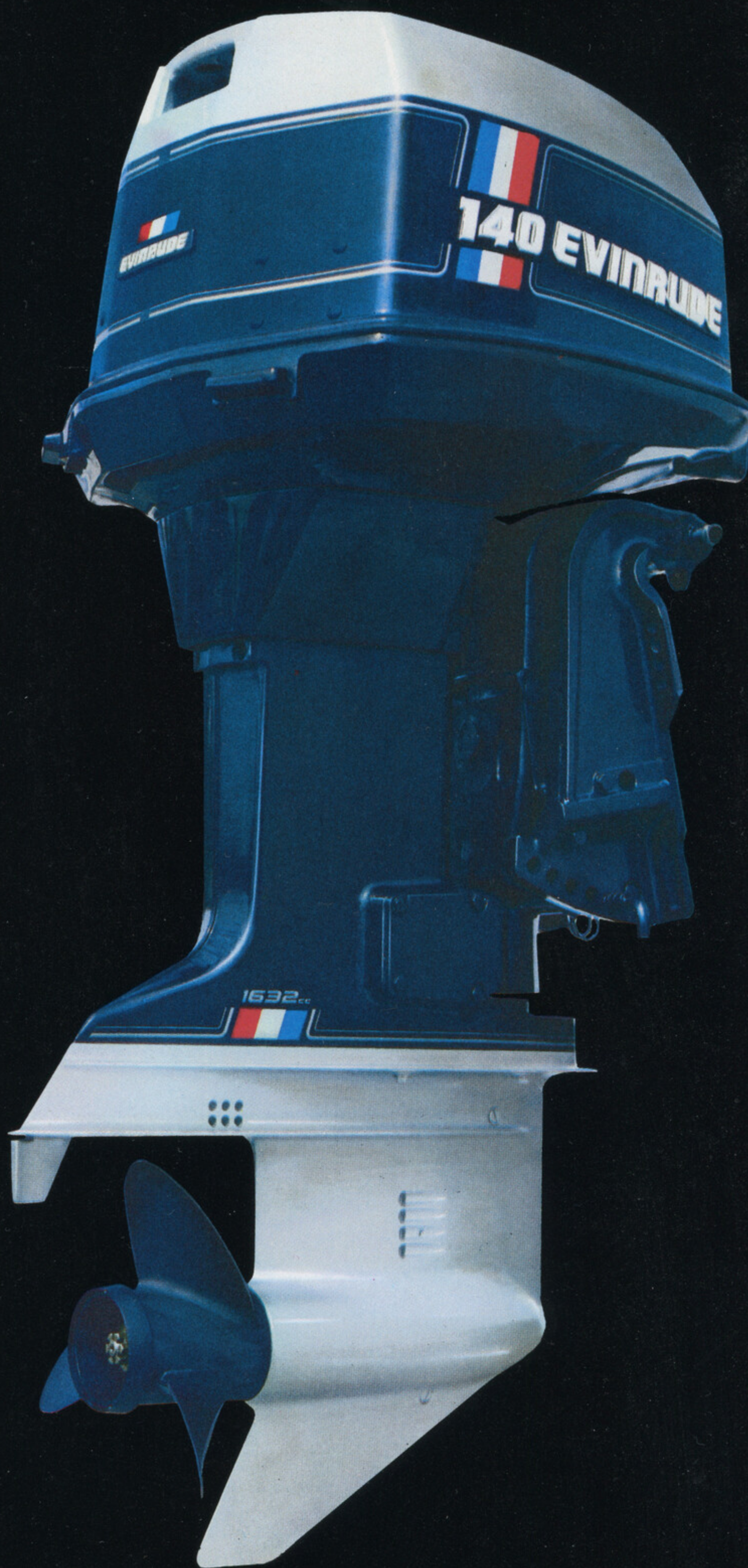
Today, after more than 20 years of designing and refining, the V-4 is more than ever the standard by which all other high-performance engines are measured.

To fill the need for a little more power than 85 and a little less than 115, Evinrude is introducing a fourth V-4 model. It's an even 100 HP, which nicely fills the bill for a lot of boats and boating activities.

W-A

Both the 100 and 85 now share a 99 CID powerhead with the larger V-4's. That adds up to a lot of low-end muscle which is going to please a lot of skiers, and bass fishermen, and workboat operators.

The silver-blue sport 140 remains the top of the V-4 line. This year, it shares a completely new lower unit with its platinum-silver brothers. The new design improves high-speed stability and performance. Starting and idling characteristics have been still further improved this year. And, when you improve on the best, you've really got something.



FEATURES 140-S/140 HP: Firepower III breakerless electronic magneto ignition and sealed Ferrite core coils. • Electric start and positive action choke. • 10 amp. alt. 140-S and 140 PT/T models. • 6 amp. alt. 140 Tilt Ease model. • Pressure-temperature controlled cooling with hot alarm and visual water pump check. • Pressure-back compression rings. • Dual overlapped exhaust ports. • Heavy duty V-6 main bearings. • Sound-sealed, sea-tight powerhood with snorkel air intake. • Fixed high and low speed jets. • Air-Lift carbure-



tion. • Fuel-saving Cruise Throttle. • Built-in power trim and tilt (140-S and 140 PT/T models). • Adjustable stern brackets. • Power Pilot control center (with power trim thumb-switch on PT/T models) designed for use with new OMC Snap-in remote control cables. • Pulse-tuned, water shielded exhaust. • Nitro Series gearcase with swept-back skeg and new anti-ventilation design. • SST propeller (140-S model). • Salt water engineered. • Available in 20" and 25" models.

FEATURES 115-100-85 HP: Firepower III breakerless electronic magneto ignition and sealed Ferrite core coils. • Electric start and positive action choke. • 10 amp. alt. power trim and tilt models. • 6 amp. alt., Tilt Ease models. • Pressure-temperature controlled cooling with hot alarm and visual water pump check. • Pressure-back compression rings. • Heavy duty V-6 main bearings. • Sound-sealed, sea-tight powerhood with snorkel air intake. • Fixed high and low speed

jets. • Fuel-saving Cruise Throttle. • Built-in power trim and tilt (PT/T models). • Adjustable stern brackets. • Power Pilot control center (with power trim thumb-switch on PT/T models) designed for use with new OMC Snap-in remote control cables. • Water shielded exhaust. • Nitro Series gearcase with swept-back skeg and new anti-ventilation design. • Salt water engineered. • Available in 20" and 25" models.

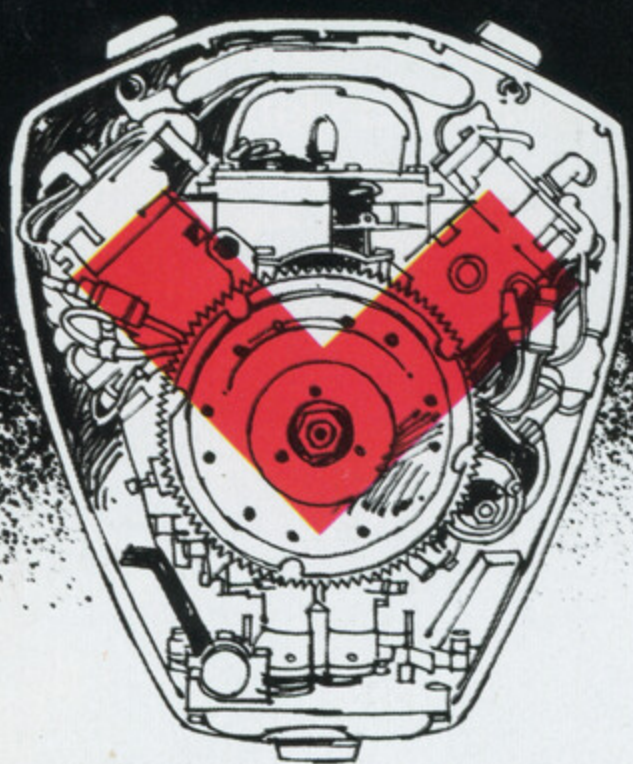
The Evinrude V-4 engine was developed 20 years ago as a low-profile, high-horsepower alternative to the towering in-line engines of the day. Introduced at 50 hp, it was the forerunner of today's super-compact, third-generation 90° V engines that have become prime movers in outboard power, worldwide. Today's compact 140 hp Evinrude V-4 develops more than twice the power per cubic inch and per lb. as the original V-4. The engine, and the engineering that continues to improve and refine it, rank among the significant technological success stories of the generation.

W-A

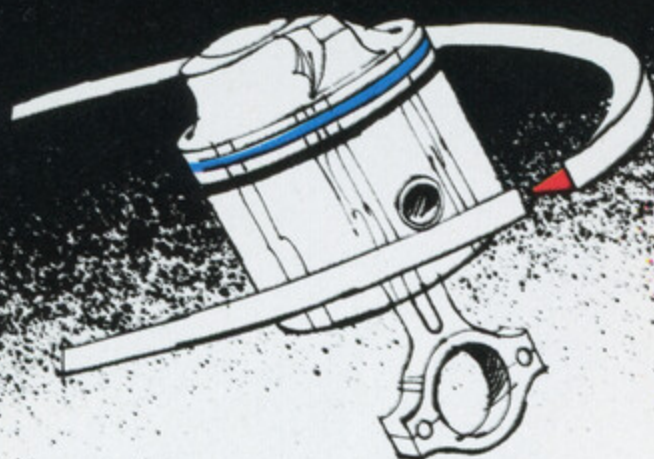
engineering



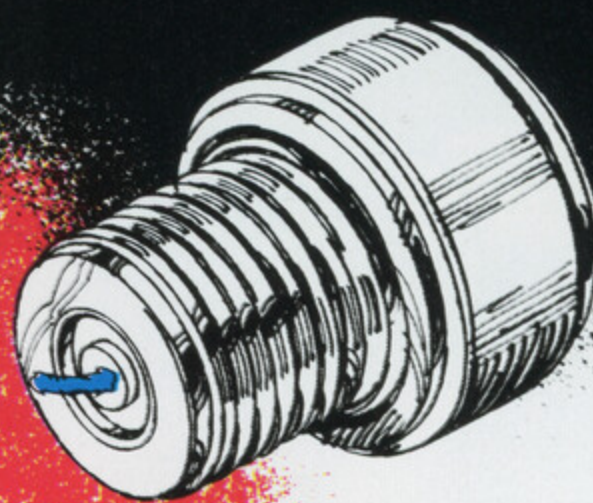
TESTING TO DESTRUCTION is one way we constantly improve dependability. We apply stress till something fails. Then we beef up that part and test again till something else fails. Over and over again.



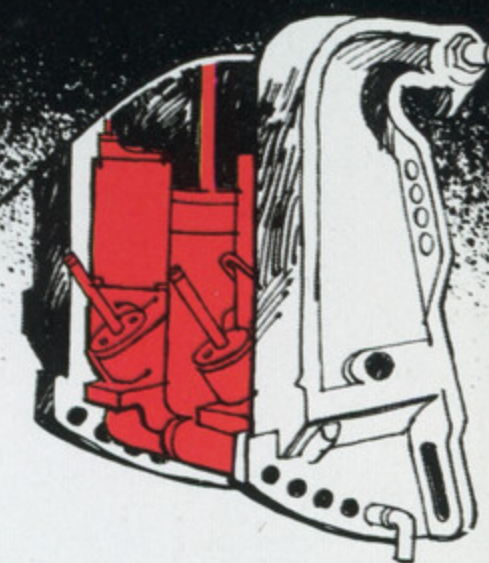
90° V-4 ENGINE – Short, rigid, compact, efficient. Cylinder banks are set at 90° to each other which minimizes transverse vibration, and allows space between cylinders for the most efficient exhaust tuning. Short massive crankshaft with forged pistons and connecting rods. High displacement for high torque power. Cross flow charged and pulse-tuned for highest power efficiency and economy.



PRESSURE-BACK PISTON RINGS – A different kind of compression ring that uses combustion pressure behind the ring. The greater the pressure, the better the seal. So effective that one ring does the work of two, reducing friction. And because the ring “works” as pressure changes, ring sticking is virtually eliminated.



FIREPOWER III ELECTRONIC IGNITION – The industry's most advanced electronic ignition has been improved again with a new, more durable sealed Ferrite core coil that combines a faster rise time with a stronger, longer duration spark for easier starting and better running. No points or periodic ignition tune-ups are required; only an occasional replacement of spark plugs.



BUILT-IN POWER TRIM AND TILT – Lets you trim the boat as you drive — at the touch of a throttle-lever thumb button — to balance weight in the boat, soften the ride in rough water, tuck the motor in for starting skiers, and trim it out to reduce hull friction for more speed. Hydraulic power adjusts motor in small increments up to 15°, and tilts it rapidly beyond 15° for beaching and launching.

WORLD-WIDE COMMERCIAL SERVICE provides a constant check of Evinrude stamina and reliability. Many of the Evinrude motors in commercial service log more hours in a single year than the average motor is run in a lifetime of use. The motors below are run 24 hours a day.



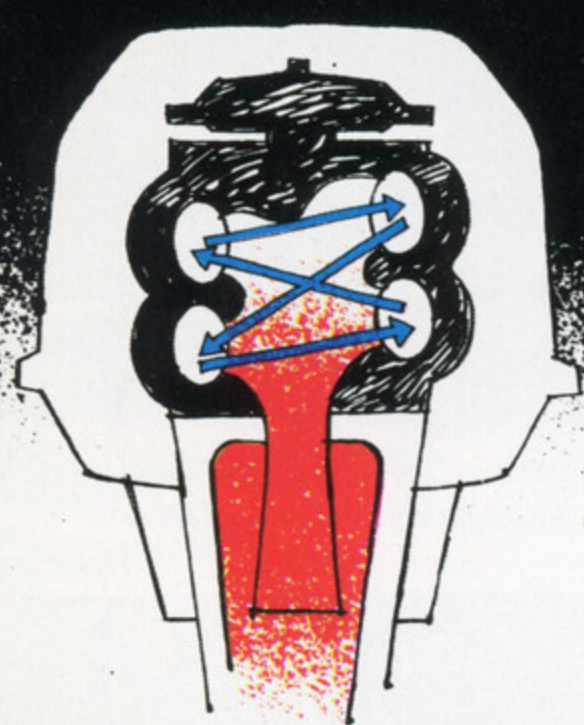
TOP PROFESSIONAL FISHERMEN like Bill Dance, 1977 Angler of the Year and all-time B.A.S.S. point leader help evaluate and improve the fishing features of Evinrude motors.



NEW POWER PILOT CONTROL CENTER is shipped with all Evinrude V-4 motors. (Details on page 7.)

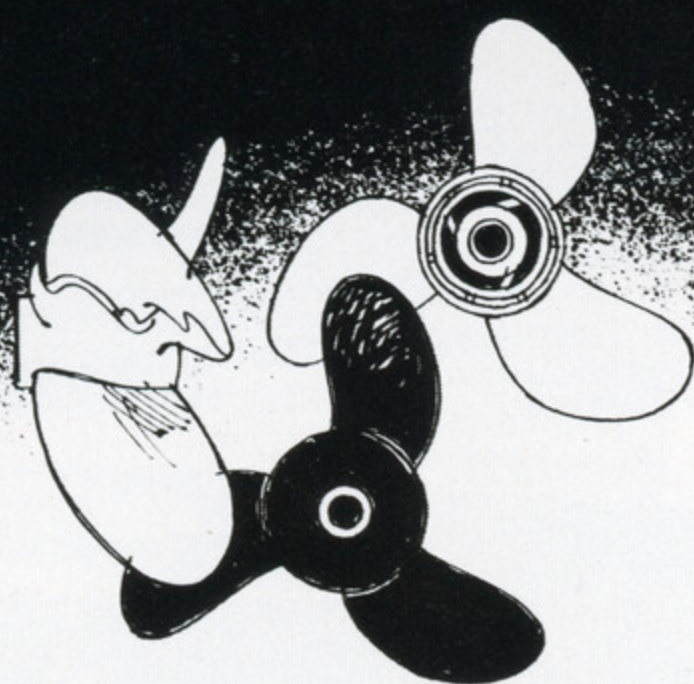


STUART, FLORIDA TEST STATION is one of two Florida salt water test facilities, and one of four in the continental U.S. Others are located around the world wherever Evinrude motors are made — in Canada, Europe, Australia, and Asia.

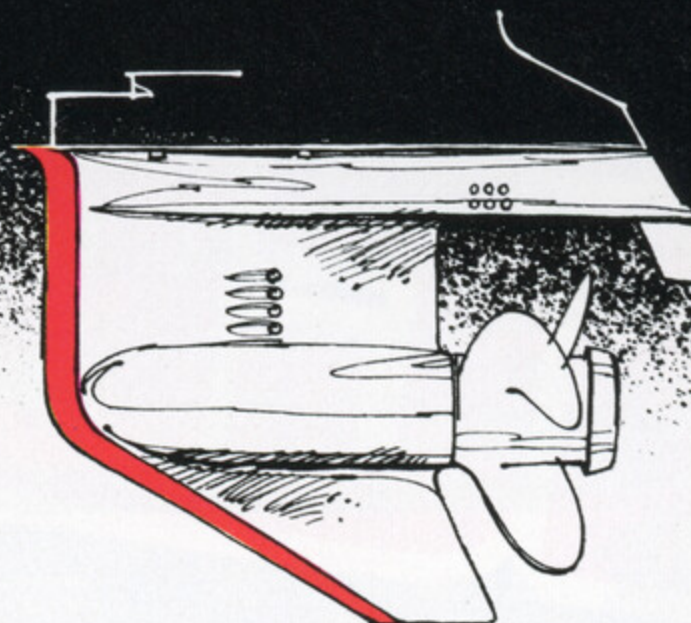


PULSE-TUNED EXHAUST —

Works like supercharging, from the exhaust side. On the intake stroke, the cylinder is deliberately overcharged with fuel, allowing some to escape into the exhaust manifold. Then, just before the exhaust ports close, exhaust energy pulse from an adjoining cylinder rams the escaping fuel back into the cylinder. Result: a supercharging effect that results in higher horsepower and greater fuel economy.

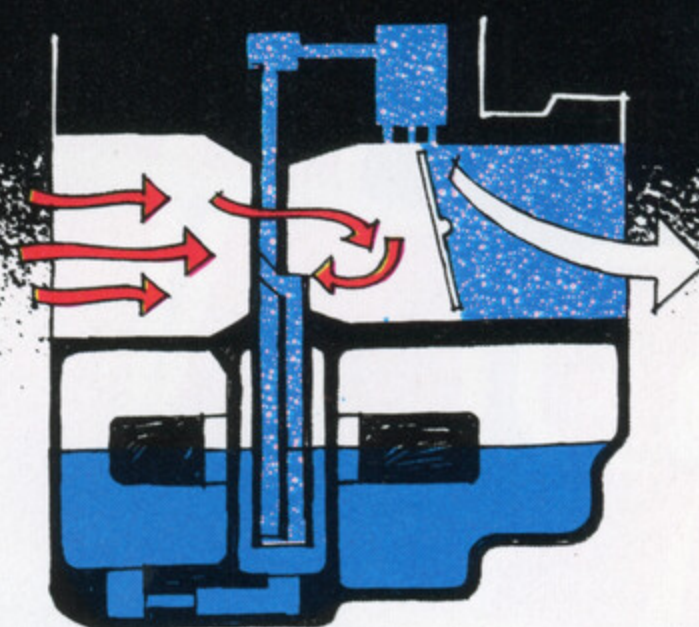


POWER MATCHED PROPELLERS — Each Evinrude V-4 motor is shipped with a standard propeller which will perform satisfactorily on most boats. Where necessary, this propeller can be exchanged for an identical propeller of appropriate pitch. Evinrude SST propellers can often add a significant increase in performance.



NITRO SERIES LOWER UNIT —

The end result of years of computer analysis, World Championship racing experience, and high speed dynamometer boat testing. New shorter gearcase with swept back skeg has been redesigned to provide even greater high speed stability and to give a better "bite" on acceleration.



AIR LIFT CARBURETION —

Like most great ideas, it's ingeniously simple. Air is bubbled into the fuel system ahead of the jet orifice. Because this lighter fuel-air emulsion requires less "lift", it pulls more easily through the jet and disperses more thoroughly and uniformly into the incoming air. It gets into the engine quicker so you start quicker. And it's evenly mixed, so you troll smoother.

MID-RANGE





No one tops Evinrude's choices in the middle of the line.

The loop-charged two and three-cylinder engines cover the performance spectrum from slalom skiing to tournament bass fishing to World Championship racing.

Advanced engineering and precise production techniques give these mid-range motors a winning combination of loop-charged fueling, pulse-tuned exhaust, electronic ignition, and race-tested lower unit design that extracts every available ounce of energy out of every drop of fuel.

MID-RANGE

The three-cylinder 70 and silver-blue Sport 75 boast internal engineering refinements this year that boost performance through the full power range.

Extra performance is also in store for owners of the '79 two-cylinder 55 HP model. Redesigned combustion chamber shape and a new booster port have added more muscle throughout the speed range.

And for workhorse duty, there's a rope-start 50 horsepower version, with heavy-duty power gearing and SST propeller.



FEATURES 75/70 HP: Firepower III breakerless electronic magneto ignition with sealed Ferrite core coils. • Electric start and positive action choke. • 6 amp. alt. • Pressure-temperature controlled cooling with hot alarm and visual water pump indicator. • Pressure-back compression rings. • Air Lift carburetion. • New, improved full range performance. • Sound-sealed, sea-tight powerhood with snorkel air



intake. • Fixed high and low speed jets. • Fuel-saving Cruise Throttle. • Power Pilot control for use with new OMC Snap-in remote control cables. • New broad band tuning with water shielded exhaust. • Programmed Tilt Ease with tilt lock (20" models only). • Nitro Series gearcase. • Salt water engineered. • 75 hp available in 20" and 15" models. • 70 hp available in 20" model only.

FEATURES 55/50 HP: Firepower III breakerless electronic magneto ignition with sealed Ferrite core coils. • Electric start with positive action choke. • 5 amp. alt. (55 hp model only). • Pressure-temperature controlled cooling with hot alarm and visual water pump indicator. • Pressure-back compression rings. • Air Lift carburetion. • New, improved full-range performance.

• Sound-sealed, sea-tight powerhood. • Fixed high and low speed jets. • Fuel saving Cruise Throttle. • Pulse-tuned, water-shielded exhaust. • Power Pilot Control for use with new OMC Snap-in remote control cables (55 hp only). Programmed tilt-trailing lock. • Nitro Series gearcase. • Heavy-duty power gearing and SST propeller (50 hp only). • Salt water engineered.

In 1968, we built the first loop-charged Evinrude. We not only developed the motor; we invested five years and millions of dollars developing the complex technology that made it possible to adapt loop charging to a multi-cylinder, water-cooled outboard. Today, eleven years later, people are still trying to copy the motor and the technology. And while they've been catching up, we've been further improving and refining the loop-charged mid-range line. The pioneers at Evinrude are still pioneering.

MID-RANGE engineering

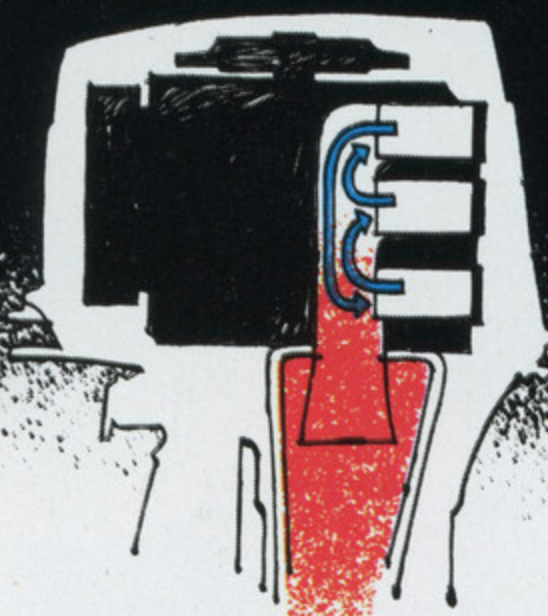


SOUND LEVEL TESTING measures the quality and intensity of sound transmitted through various kinds of powerhood sound insulation in an Evinrude anechoic chamber. The engineer is making a last minute instrumentation check prior to closing the door of the chamber.



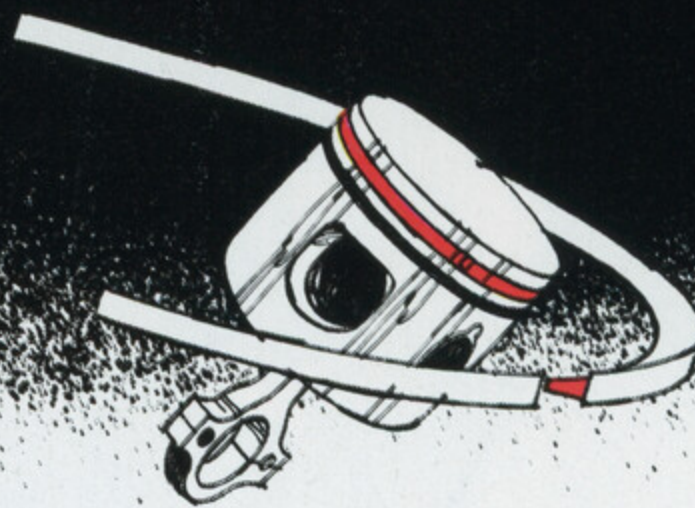
LOOP CHARGED ENGINES

Cylinders are charged in a continuous loop that directs the fuel charge through shaped, aimed ports directly to the top of the hemispherical combustion chamber. The particular combination of loop charging, power porting, and broad band tuning produces an exceptional blend of high performance power, low speed smoothness, and full range operating economy.



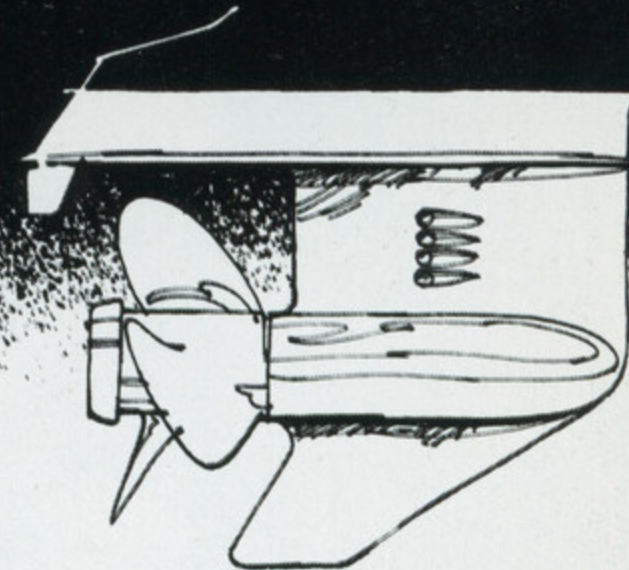
PULSE-TUNED EXHAUST —

On the intake stroke, the cylinder is overcharged with fuel, allowing some to escape into the exhaust manifold. Then, just before the exhaust ports close, an exhaust energy pulse from an adjoining cylinder rams the escaping fuel back into the cylinder. Result: a supercharging effect that results in higher horsepower and greater fuel economy.



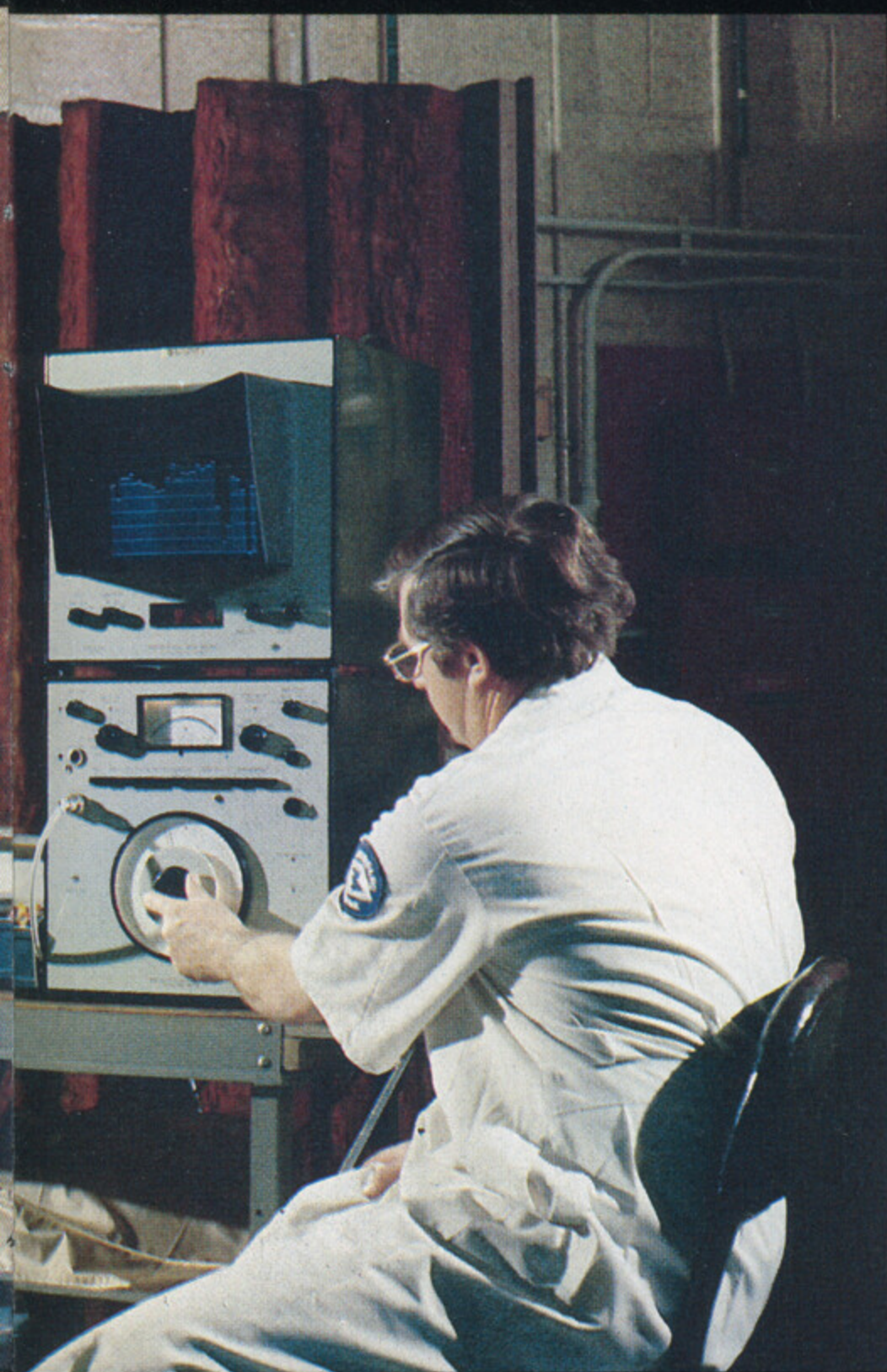
PRESSURE-BACK PISTON RINGS — Patented.

A different kind of piston ring that seals by using combustion pressure behind the ring to expand it against the cylinder wall. The greater the pressure, the better the seal. One compression ring does the work of two, reducing friction. And because the ring "works" as cylinder pressure changes, ring sticking is virtually eliminated.

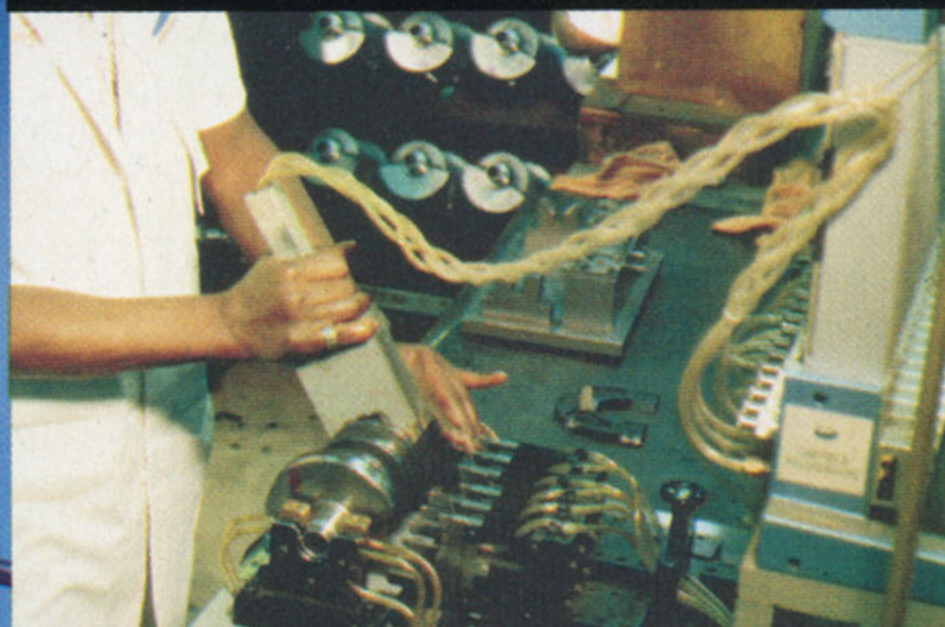


NITRO SERIES LOWER UNIT —

Underwater shape and gearing on Evinrude motors is the result of a continuing program of hydrodynamic research, computer analysis, high speed dynamometer drag boat testing, and World Championship racing experience. The design of each lower unit represents the best possible combination of underwater shape, gearing, and propeller design.



NEW POWER PILOT CONTROL CENTER is shipped with all Evinrude mid-range motors. (Details on pages 7 and 30.)



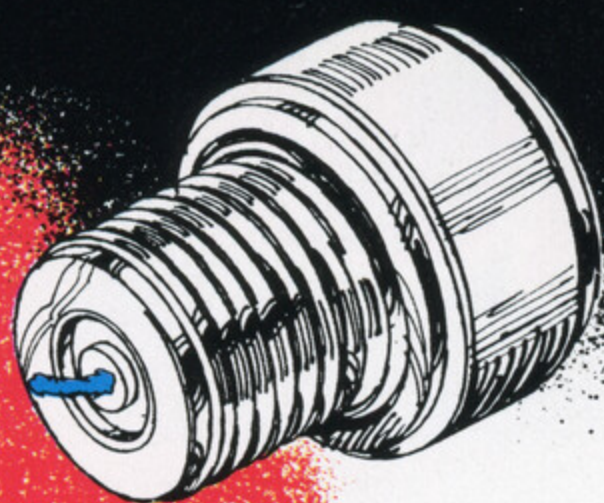
CRANKSHAFT BEARING SURFACES are checked for finish with special instrumentation that is accurate to within millionths of an inch.



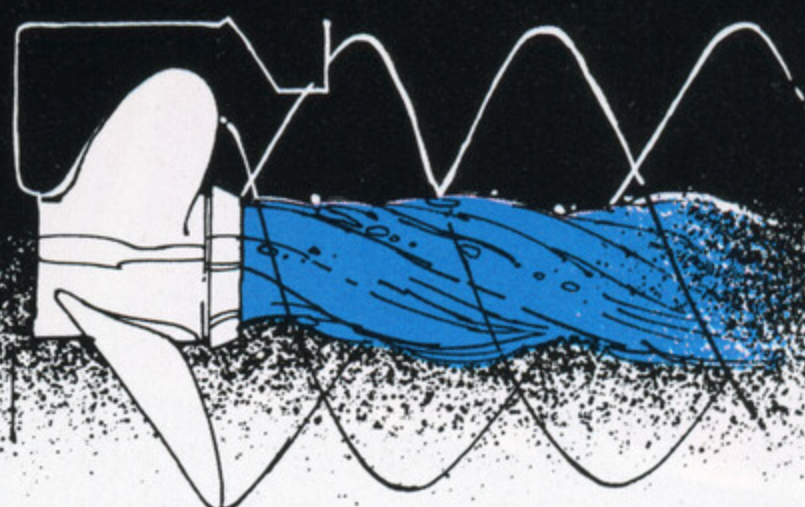
WORLD CHAMPIONSHIP PERFORMANCE. The Evinrude 75, in both stock and racing versions, has won just about everything worth winning in this country and abroad, including the World's championship, National championship, and World's speed record.



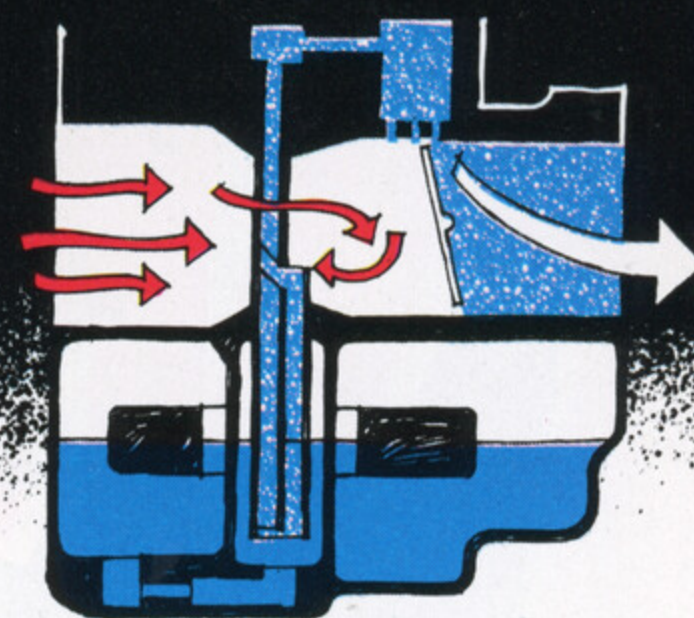
POWER MATCHED PROPELLERS – Each Evinrude 75, 70, and 55 hp motor is shipped with a standard propeller which will perform satisfactorily on most boats. Where necessary, this propeller can be exchanged for an identical propeller of appropriate pitch. Evinrude SST propellers can often add a significant increase in performance.



FIREPOWER III ELECTRONIC IGNITION – The industry's most advanced kind of electronic ignition is improved again with a new, more durable sealed Ferrite core coil that combines a faster rise time with a stronger, longer duration spark for easier starting and better running. No points or periodic ignition tune-ups are required, only an occasional replacement of spark plugs.



PROP HUB EXHAUST – Patented by Ole Evinrude way back in 1921, prop hub exhaust accomplishes two desirable objectives: It improves engine scavenging underway by speeding the exit of exhaust gas from the cylinders. And it helps relieve underwater drag by filling the void behind the lower unit with exhaust pressure. The result is improved performance, with the advantage increasing as speed increases.



AIR LIFT CARBURETION – Like most great ideas, it's ingeniously simple. Air is bubbled into the fuel system ahead of the jet orifice. Because this lighter fuel-air emulsion requires less "lift", it pulls more easily through the jet and disperses more thoroughly and uniformly into the incoming air. It gets into the engine quicker so you start quicker. And it's evenly mixed, so you troll smoother.

TWINNS





Here's the heart of Evinrude's line of fishing motors. 35, 25, 15 and 9.9 horsepower. Twin-cylinder outboards that traditional anglers take to like fish to water.

They're popular because they're designed to deliver the most of what most fishermen want: proven starting, slow and steady trolling, and performance when it's called for.

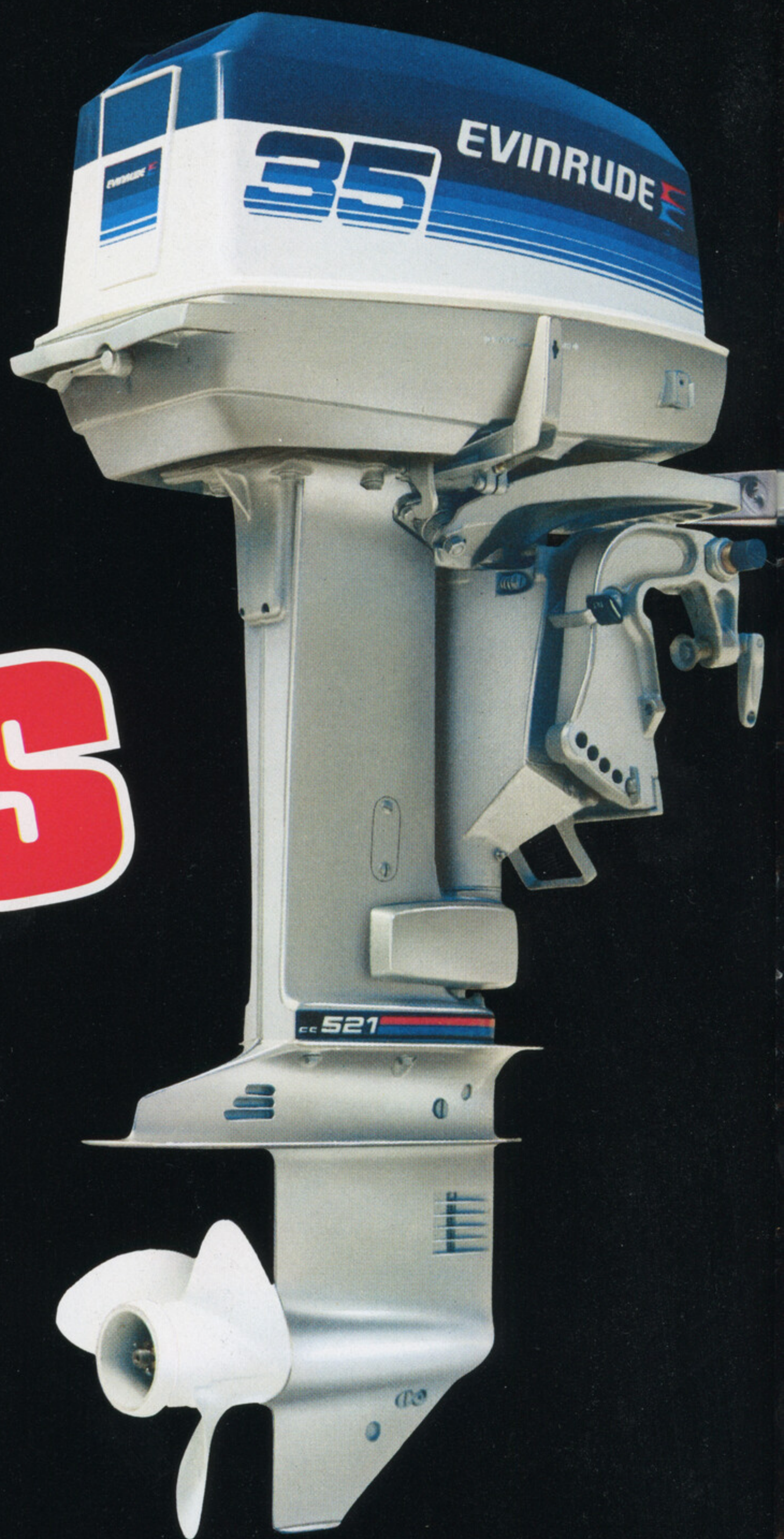
If it's been a while since you've looked at fishing motors, you may not realize how far they've come in the past few years. For instance, all four Evinrude models have a third generation, high intensity electronic ignition system that eliminates the need for points and periodic ignition tune-ups. And all of them come in electric-start models.

TWINNS

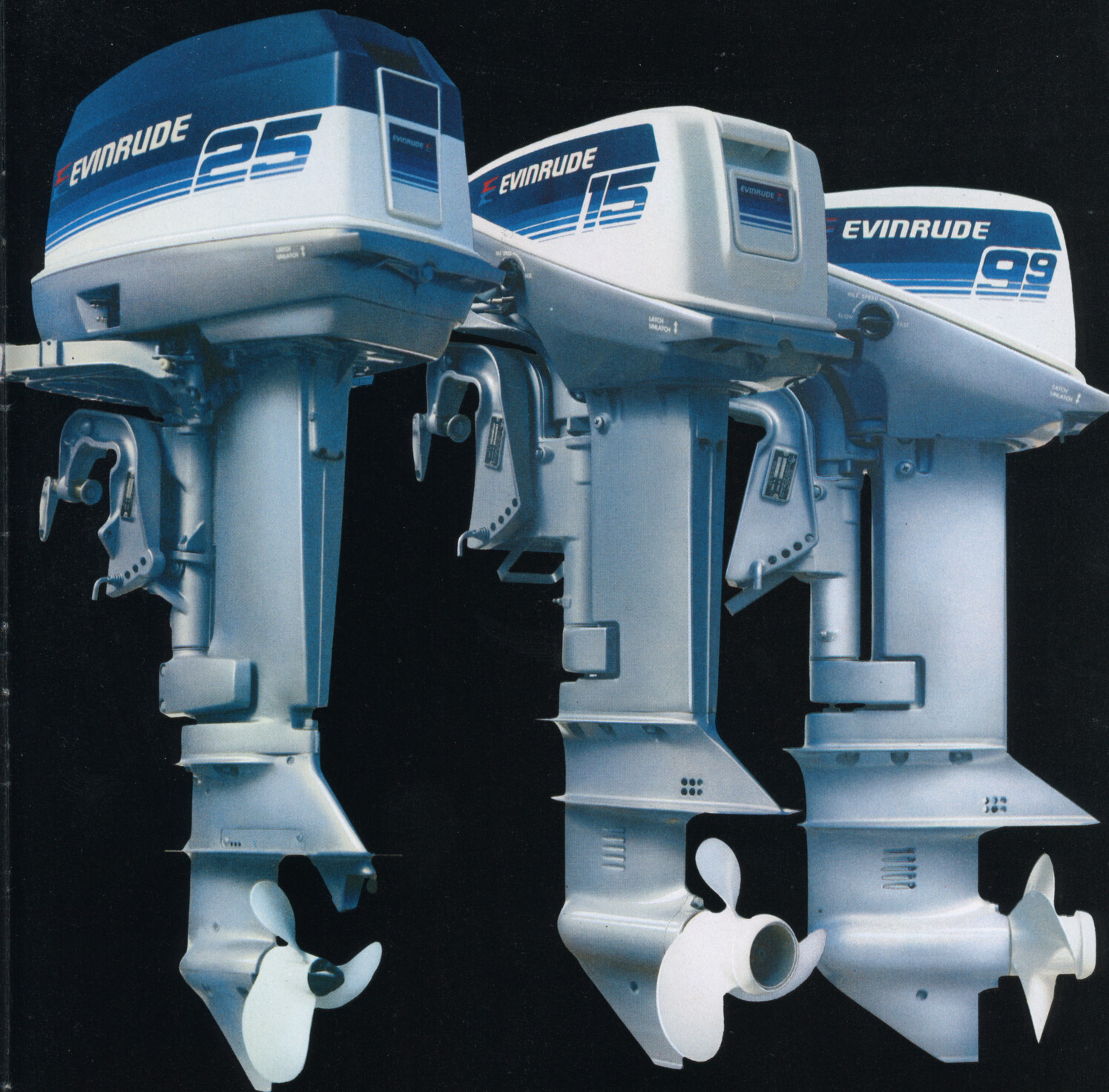
This year, the 35 and 25 have new even-temperature cooling systems that actually increase durability and performance.

The 9.9 and 15 are almost identical twins except for the power output. And we've made our easy starting fishing motors even easier to start. And further smoothed down the idling.

There's a special long-shaft, high-thrust 9.9 model just for sailors. It's called the Evinrude Sail.



FEATURES 35/25 HP: Firepower III breakerless CD electronic magneto ignition with sealed Ferrite core coils. • Electric start and choke. • 5 amp. alternator (electric models). • Twist-grip control (rope models). • New full bore pressure-temperature controlled cooling with visual water pump check. • Air Lift carburetion. • New full-



breathing air-intake silencer. • Pressure-back compression rings. • Sound-sealed, sea-tight powerhood. • Fixed high speed jets. • Fuel-saving Cruise Throttle. • Heavy duty driveshaft and spline-drive, shock-absorbing propeller. • Shallow water drive. • Salt water engineered.

FEATURES 15/9.9 HP*: Firepower III breakerless CD electronic magneto ignition with sealed Ferrite core coils. • Electric start and choke (electric models). • 5 amp. alt. (electric models). • Twist-grip control. • Pressure-temperature controlled cooling with visual water pump check. • Air Lift carburetion. • Pressure-back compression rings. •

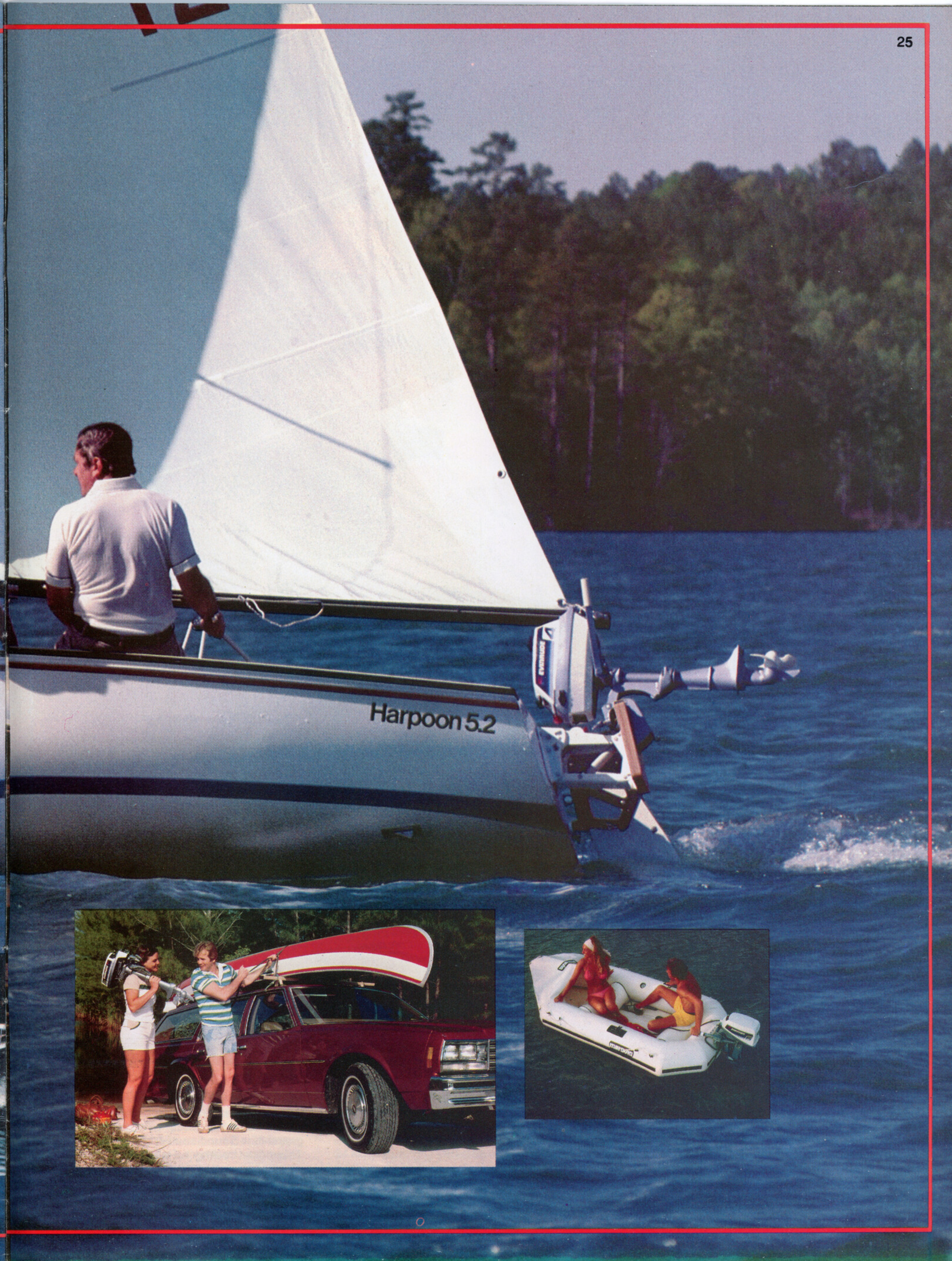
Sound-sealed, sea-tight powerhood. • Fixed high speed jets. • Pre-set trolling. • Pre-set tilt locks. • Shallow water drive. • Spline-drive, shock-absorbing propeller. • Co-pilot steering. • Salt water engineered.

* Specifications Evinrude 9.9 Sail, pages 30-31.



TAKE- ALONGS





Some boaters aren't overwhelmed by power. They still want compact, lightweight, go-anywhere outboards. They turn to Evinrude, because Evinrude has never turned away from them.

For 1979, at the suggestion of our customers, we redesigned our 4 HP twins to include an integral fuel tank. This tidy little package comes in 90° power-drive, and fully weedless Fisherman drive models. There's also a long-shaft model for sailors.

The 6 still reigns as king of the compacts. Its big-motor features, like soundproofing and full vibration isolation, twist-grip

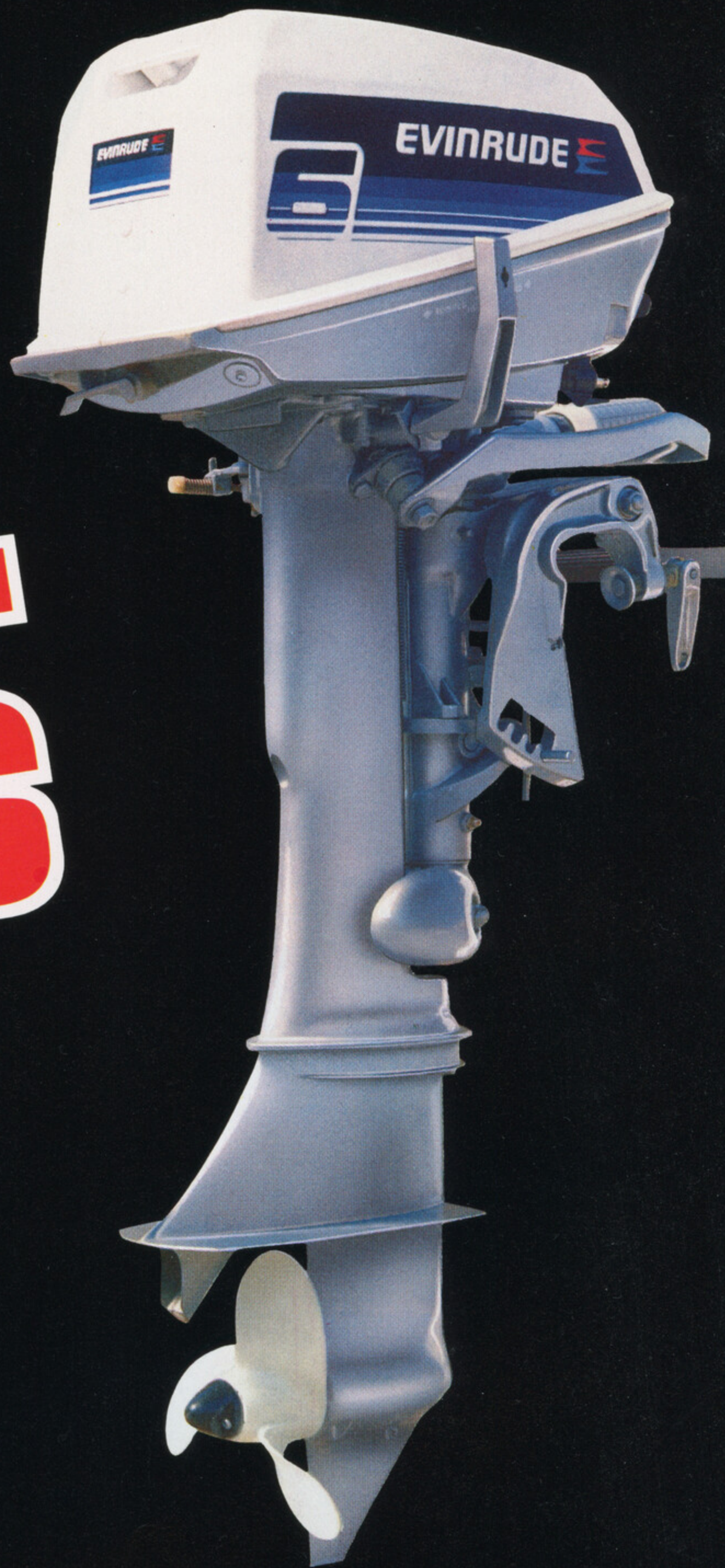
TAKE-ALONGS

throttle, electronic ignition, and thermostat cooling, clearly separate it from the ordinary.

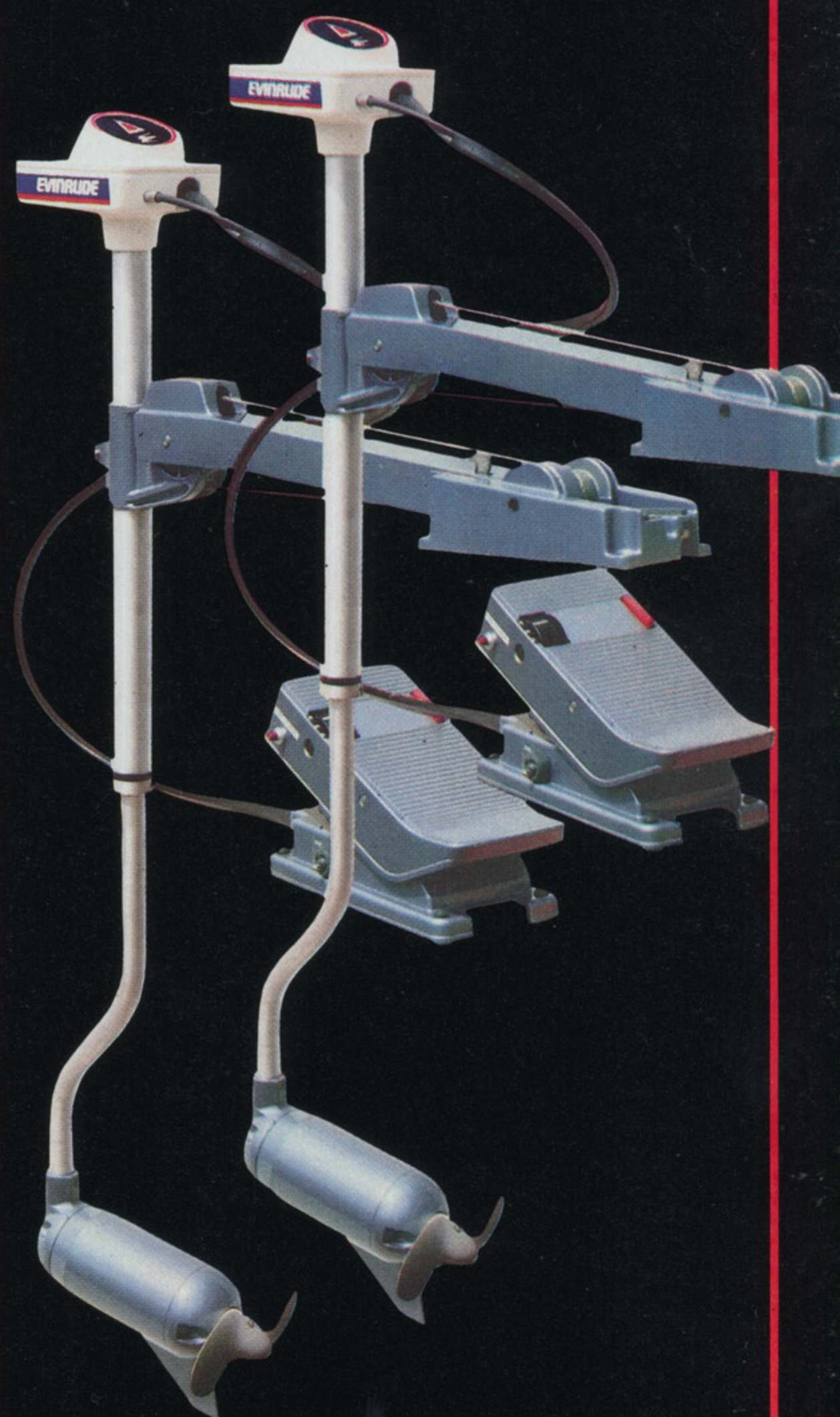
For 24 pounds of extraordinary motor, size-up the Evinrude 2. This smooth water-cooled, vibration-isolated single should relegate noisy, air-cooled singles to the museum.

The same advanced design and workmanship is in Evinrude's 12 and 24-volt electrics. They steer easier and run quieter. And, this year, the 12-volt model delivers 20% more thrust.

These motors may be small, but they're mini-motors, not minimum motors.



FEATURES 6 HP: Alternate-firing twin. Firepower III breakerless CD electronic magneto ignition with sealed Ferrite core coils. • Twist grip control. • Full gearshift. • Sound-sealed, sea-tight powerhood. • Thermostat cooling. • Fixed high speed jets. • Full vibration isolation. • Quick trim adjustment. • Co-pilot steering. • Safti-grip propeller drive. • Adjustable co-pilot. • Separate plug-in tank. • Salt water engineered.



FEATURES 4 HP: Alternate-firing twins. Firepower III breakerless CD electronic magneto ignition with sealed Ferrite core coils. • Single lever control. • 360° steering. • Air Lift carburetion. • Centri-matic pump cooling. • Quick trim adjustment. • Co-pilot steering. • Safti-grip propeller drive. • Vibration isolation. • Integral fuel tank. • Salt water engineered.

FEATURES 2 HP: Water cooled single cylinder engine with Centri-matic variable volume pump. • Magneto ignition. • Single lever control. • Vibration isolation. • Full 360° steering. • Lightweight — only 24 lbs. • Safti-grip shock absorbing propeller drive. • Integral fuel tank. • Salt water engineered.

FEATURES 12 & 24 VOLT ELECTRICS: Now 20% higher thrust — 12 volt model. • Foot control, 5' and 8' cable available. • Easy, one-pull launching and retrieval. • Fully variable speed, 12 volt; 6 speeds, 24 volt. • Large, lighted direction indicator. • 15" vertical adjustment. • Angled motor directs thrust downward, eliminating underwater noise caused by surface cavitation. • Torque neutralizing offset motor tube. • Salt water engineered.

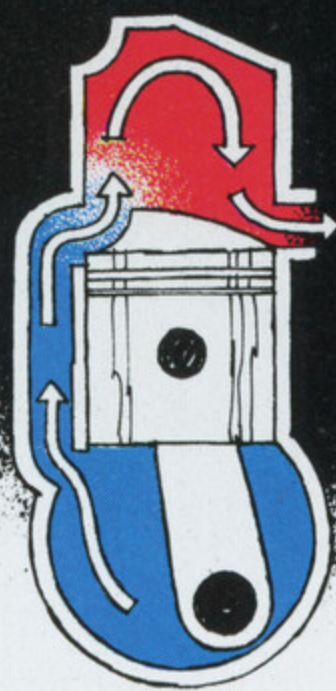
Fishing motors are special at Evinrude where our fishermen-engineers go to great lengths to insure easy starting and smooth trolling. Evinrude's third-generation breakerless Firepower III electronic ignition now has sealed Ferrite core coils that deliver a quick starting, high intensity spark over a long duration firing interval. Air Lift carburetion provides quick-atomizing aerated fuel to the carburetor jets for fast starting and steady trolling. At Evinrude we try to build every motor as though our next fishing trip depended on it.

TWINNS TAKE- ALONGS engineering

EVINRUDE PRODUCTION TESTING provides a constant check on quality control. A percentage of each day's production is run through an exhaustive series of on-the-water performance checks as a check on the quality control system itself.

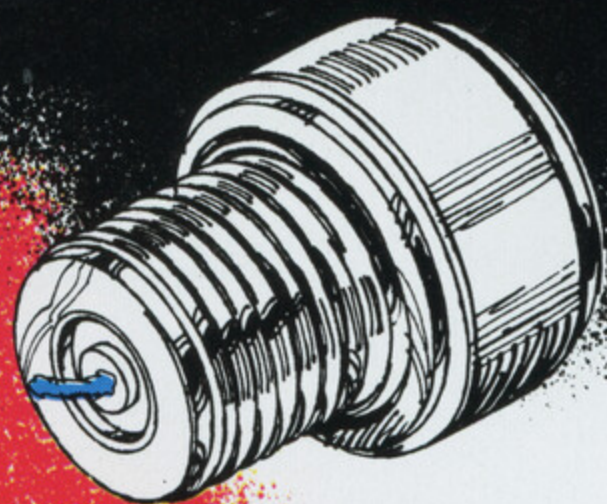


EVINRUDE QUALITY CONTROL begins with the molten metal and extends through the entire production process.



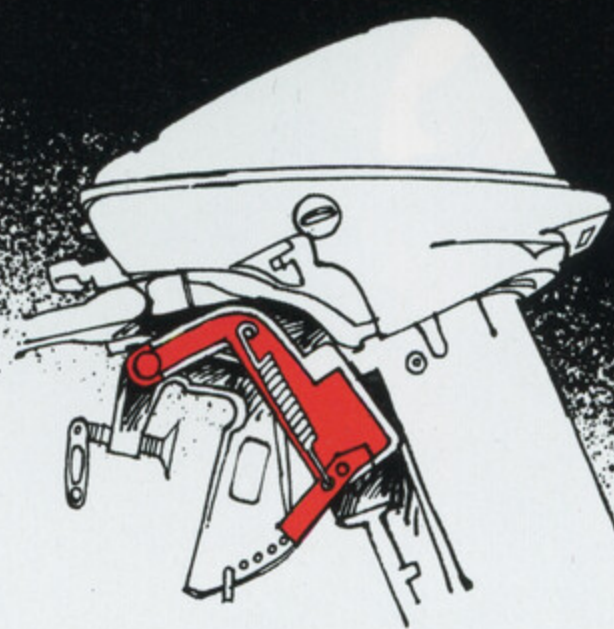
SMOOTH-RUNNING CROSS-FLOW ENGINES –

At Evinrude, we build all kinds of engines using a variety of charging and tuning systems. For fishing engines, where trolling smoothness is paramount, Evinrude engineers choose improved cross-flow charging for a combination of high speed performance, high torque power, low speed smoothness, and overall fuel economy.



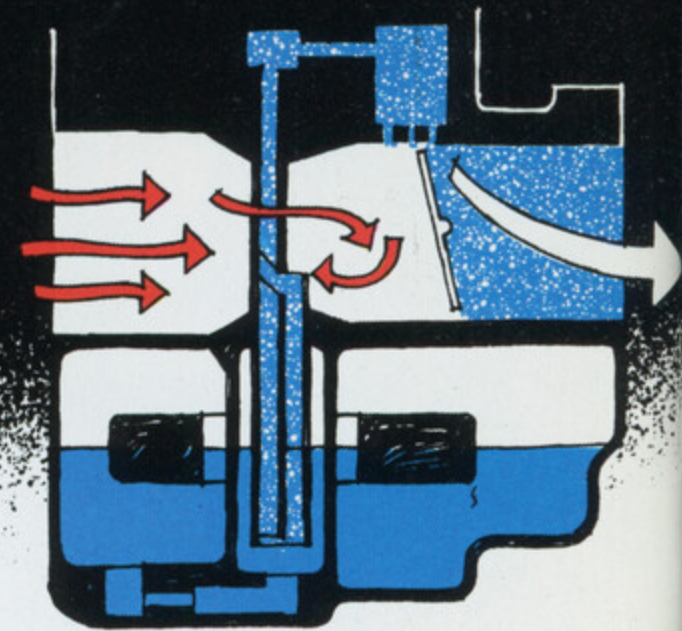
FIREPOWER III ELECTRONIC IGNITION –

The industry's most advanced kind of electronic ignition is improved again with a new, more durable sealed Ferrite core coil that combines a faster rise time with a stronger, longer duration spark for easier starting and better running. No points or periodic ignition tune-ups are required, only an occasional replacement of spark plugs.



SHALLOW WATER DRIVE –

When you're approaching shallow water, just flip the lever to "Tilt". This allows you to quick-tilt the motor to a pre-set, shallow draft, tilt-out, weed-shedding position when running in weeds and shallows, without making you run that way all the time. A standard feature on 9.9, 15, and 35 hp models, and a variation on this feature is on the 25 hp model.



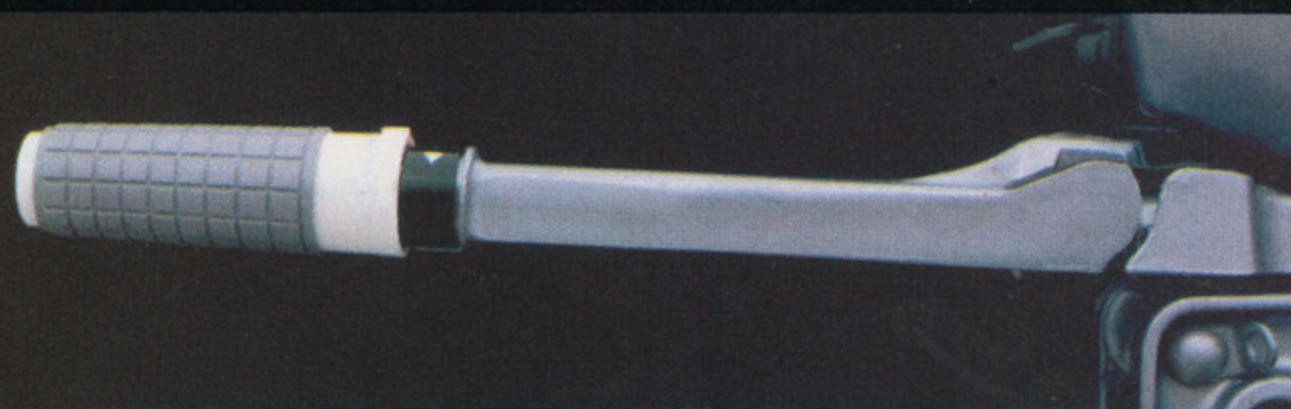
AIR LIFT CARBURETION –

Like most great ideas, it's ingeniously simple. Air is bubbled into the fuel system ahead of the jet orifice. Because this lighter fuel-air emulsion requires less "lift", it pulls more easily through the jet and disperses more thoroughly and uniformly into the incoming air. It gets into the engine quicker so you start quicker. And it's evenly mixed, so you troll smoother.

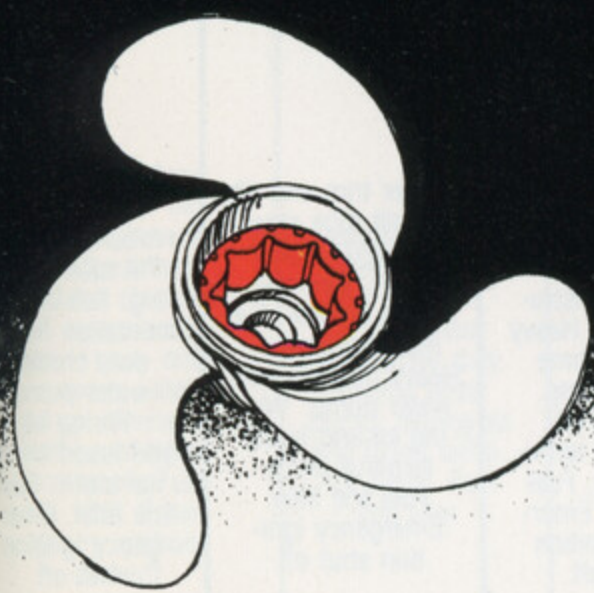
LIFE TESTS are regularly made on Evinrude motors taken from production lines, mounted on barges, and run non-stop for hundreds of hours, then torn down and minutely analyzed for condition and wear.



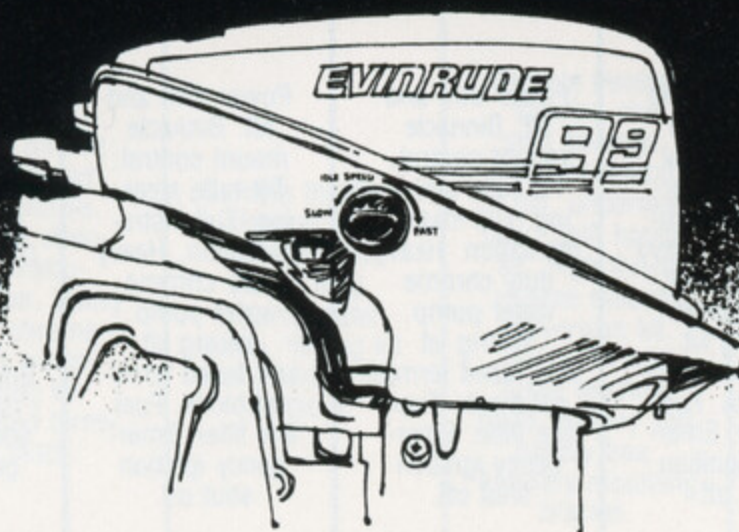
FILMING JAWS II was done with the aid of a fleet of Evinrudes that powered the barges, positioned the shark, and moved mountains of equipment and scenery to meet a demanding production schedule.



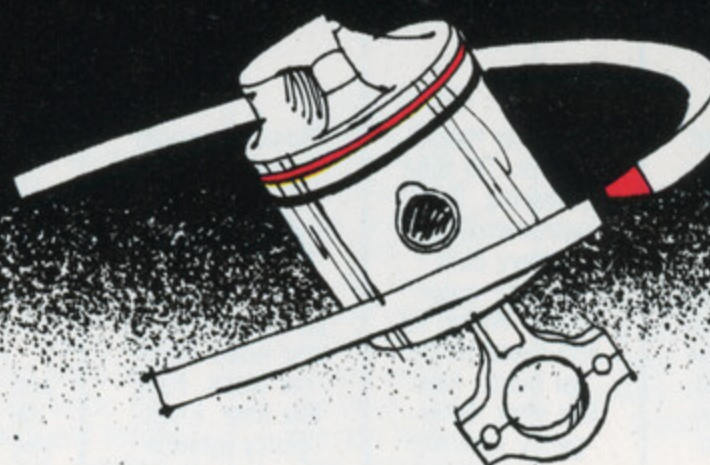
EXTRA LONG HANDLE is a typical example of an Evinrude engineering response to a need — in this case from fishermen who wanted to be able to run the motor from further forward in the boat.



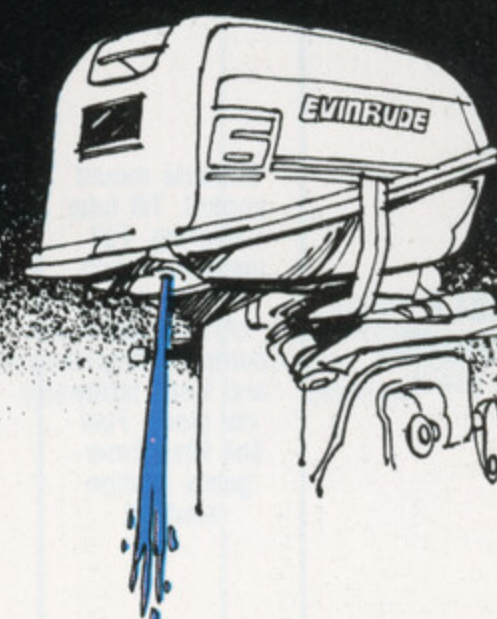
SAFTI-GRIP PROPELLER — All Evinrude motors have shock absorbing Safti-Grip propeller protection. Inside the propeller and between the spline and the propeller is a rubber hub which drives the propeller and cushions the shock when an obstruction is met and helps protect the propeller, propeller shaft, and the drive train from the shock of the impact.



PRE-SET TROLLING — There's always one "just right" trolling speed for every kind of fish and fishing. This calibrated trolling dial eliminates the need for finding the right trolling speed all over again on each trolling pass. Just set the trolling speed you want and return to it automatically by throttling down. 9.9 and 15 hp motors.



PRESSURE-BACK PISTON RINGS — A different kind of compression ring that uses combustion pressure behind the ring to seal the ring against the cylinder wall. The greater the pressure, the better the seal. So effective that one ring does the work of two, reducing friction. And because the ring "works" as pressure changes, ring sticking is virtually eliminated. 9.9 through 235 hp.



THERMOSTAT COOLING — Automatically provides the high temperature needed for clean combustion at low speed in cold water, and the high volume of cooling water needed for high speed operation in warm water. The right engine temperature at all speeds, in all climates, in all waters. Overboard water pump stream provides a visual cooling system check. On all fishing motors except 4 and 2 hp.

MODELS	235	200	175	150	140-S 140	115	100	85	75	70
ENGINE TYPE	90° V-6	90° V-6	90° V-6	90° V-6	90° V-4	90° V-4	90° V-4	90° V-4	3 cyl. in line	3 cyl. in line
BORE STROKE & DISPLACEMENT	3.500" x 2.588" 149.4 cu. in. (2448 c.c.)	3.500" x 2.588" 149.4 cu. in. (2448 c.c.)	3.500" x 2.588" 149.4 cu. in. (2448 c.c.)	3.500" x 2.588" 149.4 cu. in. (2488 c.c.)	3.500" x 2.588" 99.6 cu. in. (1632 c.c.)	3.500" x 2.588" 99.6 cu. in. (1632 c.c.)	3.500" x 2.588" 99.6 cu. in. (1632 c.c.)	3.500" x 2.588" 99.6 cu. in. (1632 c.c.)	3.000" x 2.344" 49.7 cu. in. (814 c.c.)	3.000" x 2.340" 49.7 cu. in. (814 c.c.)
BIA CERTIFIED ^o HORSEPOWER	235 HP at 5250 RPM	200 HP at 5250 RPM	175 HP at 5000 RPM	150 HP at 5000 RPM	140 HP at 5000 RPM	115 HP at 5000 RPM	100 HP at 5000 RPM	85 HP at 5000 RPM	75 HP at 5500 RPM	70 HP at 5000 RPM
APPROVED FULL-THROTTLE OPERATING RANGE	4750-5750 RPM	4750-5750 RPM	4500-5500 RPM	4500-5500 RPM	4500-5500 RPM	4500-5500 RPM	4500-5500 RPM	4500-5500 RPM	5200-5800 RPM	4500-5500 RPM
CONTROLS*	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center	Power Pilot control center
IGNITION	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic
CARBURETION [■]	Three dual-throat carburetors	Three dual-throat carburetors	Three dual-throat carburetors	Three dual-throat carburetors	Two dual-throat carburetors	Two dual-throat carburetors	Two dual-throat carburetors	Two dual-throat carburetors	Three carburetors	Three carburetors
ELECTRICAL	10 amp alternator	10 amp alternator	10 amp alternator	10 amp alternator	6 amp alt.-manual trim model 10 amp alt.-power trim model	6 amp alt.-manual trim model 10 amp alt.-power trim model	6 amp alt.-manual trim model 10 amp alt.-power trim model	6 amp alt.-manual trim model 10 amp alt.-power trim model	6 amp alternator	6 amp alternator
COOLING	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled
TRIM METHOD	Power trim and tilt	Power trim and tilt	Power trim and tilt	Power trim and tilt	Power trim, and Tilt Ease manual trim models	Power trim, and Tilt Ease manual trim models	Power trim, and Tilt Ease manual trim models	Power trim, and Tilt Ease manual trim models	20" model—Tilt Ease manual 15" model—manual	Tilt Ease manual
GEAR RATIO	14:26 (.54)	14:26 (.54)	14:26 (.54)	14:26 (.54)	13:26 (.5)	13:26 (.5)	13:26 (.5)	13:26 (.5)	15" model—15:28 (.536) 20" model—12:29 (.414)	12:29 (.414)
SHAFT LENGTH	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	20"-standard 25"-long	15"-short 20"-standard	20"-standard
WEIGHT	20"-396 lbs. 25"-401 lbs.	20"-381 lbs. 25"-386 lbs.	20"-381 lbs. 25"-386 lbs.	20"-381 lbs. 25"-386 lbs.	20"-manual trim—293 lbs. 20"-power trim—310 lbs. 25"-power trim—315 lbs.	20"-manual trim—288 lbs. 20"-power trim—301 lbs. 25"-power trim—306 lbs.	20"-manual trim—288 lbs. 20"-power trim—301 lbs. 25"-power trim—306 lbs.	20"-manual trim—288 lbs. 20"-power trim—301 lbs. 25"-power trim—306 lbs.	15"-198 lbs. 20"-230 lbs.	20"-230 lbs.
AVAILABLE ACCESSORIES (See back page)	Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Power trim and tilt. Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.
AVAILABLE PROPELLERS (See engineering feature pages)	14 1/4" x 21" 3 blade aluminum included with motor. 13"-23" pitch available in aluminum. 17"-28" pitch available in stainless steel (SST).	14 1/4" x 21" 3 blade aluminum included with motor. 13"-23" pitch available in aluminum. 17"-28" pitch available in stainless steel (SST).	14 1/2" x 19" 3 blade aluminum included with motor. 13"-23" pitch available in aluminum. 17"-28" pitch available in stainless steel (SST).	15" x 17" 3 blade aluminum included with motor. 13"-23" pitch available in aluminum. 17"-28" pitch available in stainless steel (SST).	13" x 19" 3 blade aluminum included with motor (SST on 140-S). 11"-23" pitch available in aluminum. 15"-23" pitch available in stainless steel (SST).	13" x 19" 3 blade aluminum included with motor. 11"-23" pitch available in aluminum. 15"-23" pitch available stainless steel (SST).	13 1/4" x 17" 3 blade aluminum included with motor. 11"-23" pitch available in aluminum. 15"-23" pitch available stainless steel (SST).	13 1/4" x 17" 3 blade aluminum included with motor. 11"-23" pitch available in aluminum. 15"-23" pitch available stainless steel (SST).	20" model: 13 1/4" x 17" 3 blade aluminum included with motor. 9"-23" pitch available in aluminum and 15"-23" in stainless steel (SST). 15" model: 11 1/4" x 17" 3 blade aluminum included. 11"-19" pitch available (SST).	13 1/4" x 17" 3 blade aluminum included with motor. 9"-23" pitch available in aluminum. 15"-23" pitch available in stainless steel (SST).

*Power Pilot control center is shipped with every Evinrude motor 55 hp and up but priced separately.

■ 6-gallon, 11 lb. tanks are furnished with all Evinrude motors except 6, 4 and 2 hp models. 6 hp model has a 3-gallon, 8 1/4 lb. tank. 4 and 2 hp motors have integral tanks.

^o For optimum performance, motor should be propellered for operation with light loads at or near (but not beyond) the top end of the approved full throttle operating range. Where necessary to achieve this performance — on motors 6 hp and up — the dealer will exchange the new propeller shipped with motor for another identical propeller of more appropriate pitch.



SPECIFICATIONS 1979

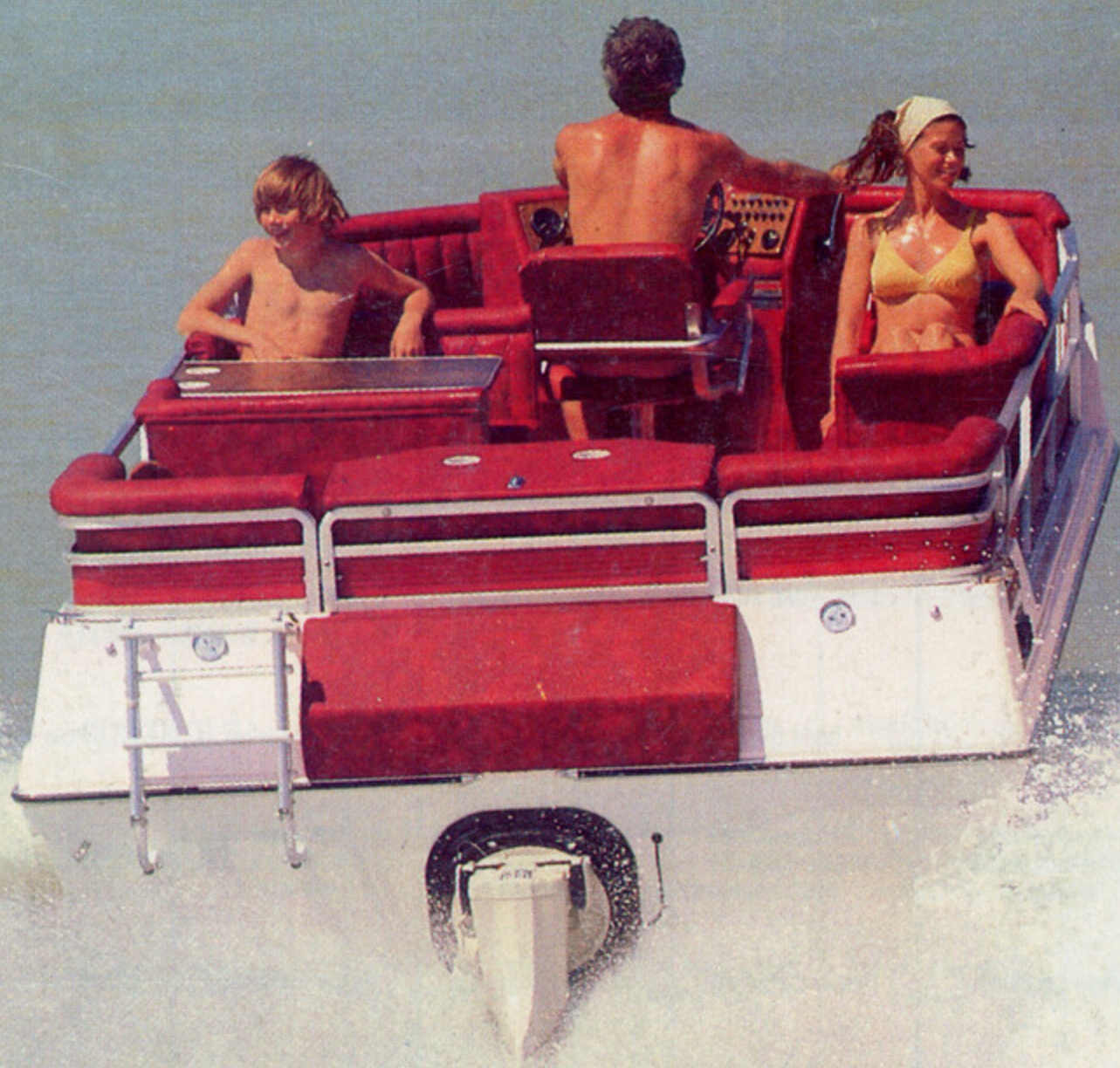
55	50	35	25	15	9.9	9.9 SAIL	6	4 FISHERMAN DRIVE	4 POWER DRIVE	2
2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	2 cyl. in line	1 cylinder
3.187" x 2.820" 44.99 cu. in. (737 c.c.)	3.187" x 2.820" 44.99 cu. in. (737 c.c.)	3.000" x 2.250" 31.8 cu. in. (521 c.c.)	3.000" x 2.250" 31.8 cu. in. (521 c.c.)	2.188" x 1.760" 13.20 cu. in. (216 c.c.)	2.188" x 1.760" 13.20 cu. in. (216 c.c.)	2.188" x 1.760" 13.20 cu. in. (216 c.c.)	1.9375" x 1.500" 8.84 cu. in. (145 c.c.)	1.5625" x 1.375" 5.28 cu. in. (87 c.c.)	1.5625" x 1.375" 5.28 cu. in. (87 c.c.)	1.5625" x 1.375" 2.64 cu. in. (43 c.c.)
55 HP at 5500 RPM	50 HP at 5000 RPM	35 HP at 5500 RPM	25 HP at 5000 RPM	15 HP at 6000 RPM	9.9 HP at 5000 RPM	9.9 at 5000 RPM	6 HP at 4500 RPM	4 HP at 4500 RPM	4 HP at 4500 RPM	2 HP at 4500 RPM
5000-6000 RPM	4500-5500 RPM	5000-6000 RPM	4500-5500 RPM	5500-6500 RPM	4500-5500 RPM	4500-5500 RPM	4000-5000 RPM	4000-5000 RPM	4000-5000 RPM	4200-4800 RPM
Power Pilot control center	Twist grip throttle	Elec. model-remote. Rope model-twist grip	Elec. model-remote. Rope model-twist grip	Twist grip	Twist grip	Twist grip	Twist grip	Single lever	Single lever	Single lever
Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Firepower III breakerless CD electronic	Magneto
Two carburetors	Two carburetors	Single carburetor	Single carburetor	Single carburetor	Single carburetor	Single carburetor	Single carburetor	Single carburetor	Single carburetor	Single carburetor
5 amp alternator		5 amp alternator elec. model	5 amp alternator elec. model	5 amp alt.-elec. model	5 amp. alt.-elec. model	5 amp. alt.-elec. model				
Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Automatic pressure-temperature controlled	Thermostat controlled	Thermostat controlled	Thermostat controlled	Thermostat controlled	Variable volume centri-matic pump	Variable volume centri-matic pump	Variable volume centri-matic pump
Manual	Manual	Manual trim Programmed tilt and shallow water drive	Manual trim and shallow water drive	Manual trim Programmed tilt and shallow water drive	Manual trim Programmed tilt and shallow water drive	Manual trim Programmed tilt and shallow water drive	Manual trim	Manual	Manual	Manual
12:29 (.414)	12:32 (.375)	14:27 (.52)	12:21 (.57)	12:29 (.414)	12:29 (.414)	12:29 (.414)	12:25 (.48)	17:28 (.61)	12:25 (.48)	12:25 (.48)
15"-short 20"-standard	15"-short 20"-standard	15"-standard 20"-long	15"-standard 20"-long	15"-standard 20"-long	15"-standard 20"-long	20"-long	15"-standard 20"-long	15"-standard	15"-standard 20"-long	15"-standard
15"-180 lbs. 20"-187 lbs.	15"-195 lbs. 20"-202 lbs.	15" rope-114 lbs. 15" elec.-117 lbs. 20" rope-118 lbs. 20" elec.-121 lbs.	15" rope-101 lbs. 15" elec.-104 lbs. 20" rope-103 lbs. 20" elec.-106 lbs.	15" rope-72 lbs. 20" rope-77 lbs. 15" elec.-77 lbs. 20" elec.-82 lbs.	15" rope-72 lbs. 15" rope-77 lbs. 20" elec.-82 lbs.	77 lbs.	15"-54 lbs. 20"-55 lbs.	38 lbs.	15"-38 lbs. 20"-39 lbs.	24 lbs.
Power trim and tilt. Power tilt (only). Binnacle mount control. Tilt tube steering. Full instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter. Emergency ignition shut off.	Remote throttle, steering and shift controls. Tilt tube steering. Heavy duty chrome water pump. Wiring kit and fused terminal block. Fuel line filter.	Remote throttle, steering and shift controls. Tilt tube steering. Instrumentation. Heavy duty chrome water pump. Wiring kit and fused terminal block.	Remote throttle, steering and shift controls. Tilt tube steering. Heavy duty chrome water pump. Wiring kit and fused terminal block.	Remote throttle, steering and shift controls. Instrumentation. 3 gal. underseat tank. Shift handle kit. High thrust reverse sailboat conversion kit. Wiring kit and fused terminal block. Battery and battery box. Auxiliary mounting bracket.	Remote throttle, steering and shift controls. Instrumentation. 3 gal. underseat tank. Shift handle kit. High thrust reverse kit. Wiring kit and fused terminal block. Battery and battery box. Auxiliary mounting bracket.	Remote throttle, steering and shift controls. Instrumentation. 3 gal. underseat tank. Shift handle kit. Top mounted controls. Wiring kit and fused terminal block. Battery and battery box. Auxiliary mounting bracket.	Remote throttle, steering and shift controls. Shift handle kit. 6 gal. long range tank. Auxiliary mounting bracket.	Auxiliary mounting bracket. 5" shaft extension.	Auxiliary mounting bracket. 5" shaft extension.	Side mount canoe bracket. Portage pak for shoulder totting. 5" shaft extension.
12½" x 15" 3 blade aluminum included with motor. 11"-19" pitch available in aluminum. 13"-19" pitch available in stainless steel (SST). 75 hp short (15") model uses these 55 hp. propellers.	13¾" x 15" 3 blade SST propeller included with motor. 9"-23" pitch available in aluminum. 15"-23" available in stainless steel (SST).	10½" x 11" 3 blade aluminum included with motor. 7"-13" pitch available in aluminum. 9"-13" available in stainless steel (SST).	9¼" x 11" 3 blade aluminum included with motor. 7"-11" pitch available. 9" and 12" pitch available in SST.	9½" x 10" 3 blade aluminum included with motor. 5"-10" pitch available in aluminum. 9"x10" weedless propeller available.	9½" x 10" 3 blade aluminum included with motor. 5"-10" pitch available in aluminum. 9" x 10" weedless propeller available.	9¼" x 8" 3 blade aluminum propeller included with motor. 5"-10" pitch available.	8" x 7" 3 blade aluminum included with motor. 5"-7"-7¼" pitch available in aluminum and plastic.	2 blade plastic 6¼" x 6" weedless propeller shipped with motor.	3 blade plastic 7½" x 6" propeller shipped with motor.	3 blade plastic 7¼" x 4½" propeller shipped with motor.

HORSEPOWER RATINGS: All ratings are BIA Certified brake horsepower, rated in accordance with standard BIA Certification test procedures.

MAXIMUM BOAT HORSEPOWER: Most outboard boats by law must now carry a plate certifying the maximum horsepower permitted under U.S. Coast Guard regulations.

WARRANTY: A full statement of the coverage, terms and conditions applying to the Evinrude Motor Warranty has been furnished to Evinrude dealers for posting at the point of sale and is included in the Owner's Manual furnished with each motor.

SPECIFICATION CHANGES: In furtherance of our policy of continual product improvement, we reserve the right to change or improve the design of any outboard motor at any time, without assuming obligation to modify motors previously manufactured.



OMC/EVINRUDE

**In all the world
nobody knows more
about boating power.**

Evinrude is a product of OMC, makers of OMC® Stern Drives and the world's largest builder of outboard motors.

The engineering that pioneered the quiet outboard, the V-engine outboard, the multi-cylinder loop-charged outboard, pulse tuning, fuel recycling, Firepower™ electronic ignition and the Nitro Series lower unit is the same engineering that developed OMC

Uni-Mount Stern Drive (with engine mounted to the boat stringers instead of the boat transom), 75° Hi-Tilt (25% higher than others), 90° Turning (50% shorter than others), Power Shift, SelecTrim, and Tru-Course™ Steering that eliminates the problem of torque feedback from the propeller.

Now, OMC Stern Drives have incorporated Evinrude's super-efficient Nitro Series lower unit design for a significant improvement in speed and performance.

Your Evinrude dealer has the details.



EVINRUDE OMC ACCESSORIES CATALOG

Complete accessories for your Evinrude motor, engineered for your motor. Ask your dealer, or write Evinrude at the address below.

EVINRUDE 
PRODUCT OF OUTBOARD MARINE CORPORATION
first in outboards